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STANTON

**Policy Document
Volume I**

**GENERAL PLAN
EIR**

THE CITY OF STANTON

CONSOLIDATED GENERAL PLAN AND FINAL ENVIRONMENTAL IMPACT REPORT

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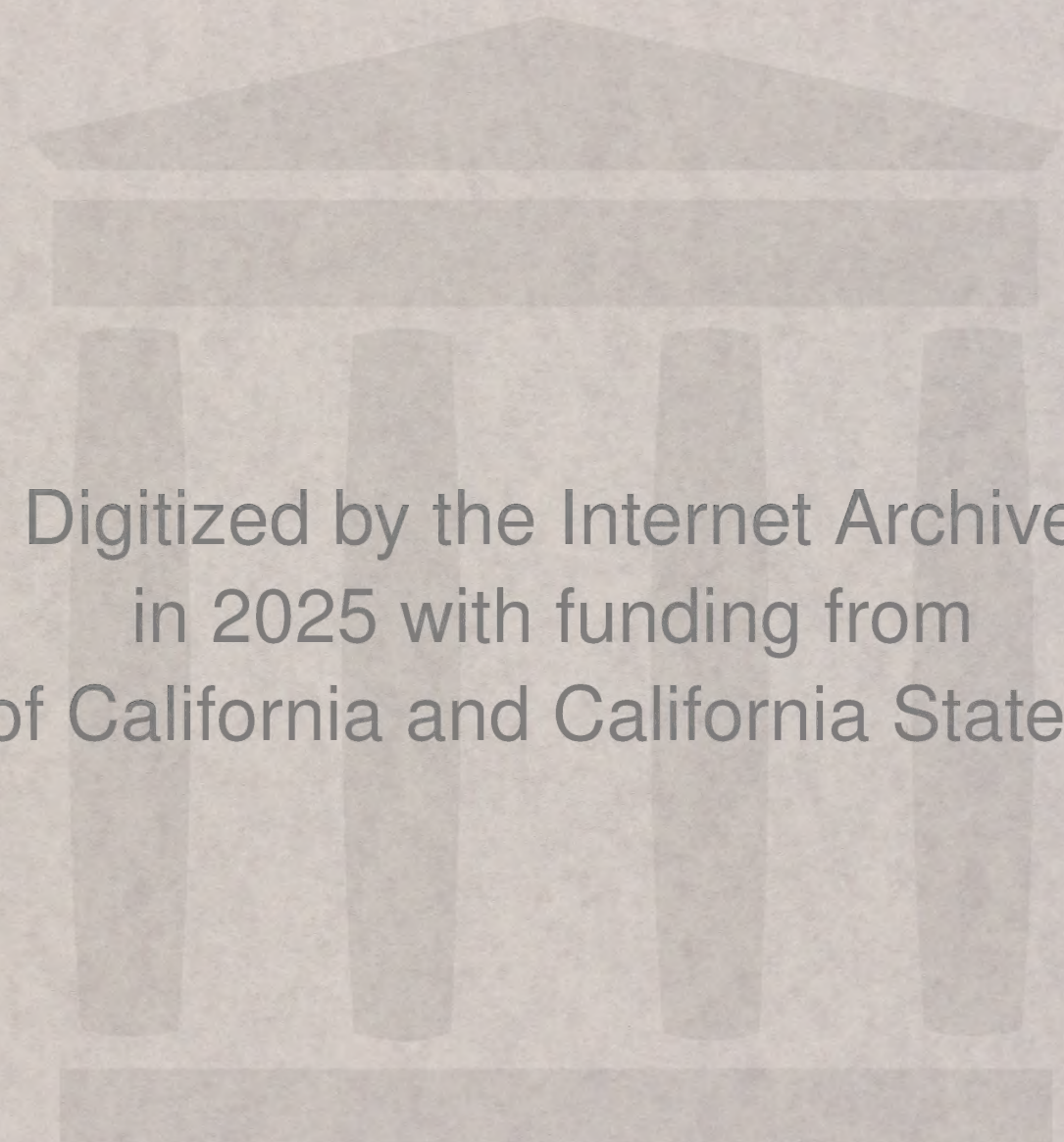
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I. OVERVIEW



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The Stanton General Plan/EIR is a policy document designed to assist the City of Stanton in achieving its full potential. It is a call to action, outlining specific steps to be taken to improve Stanton's land use planning, economic development, image, and overall quality of life.

The City of Stanton has traditionally struggled to build and maintain a positive identity. Recently, it has made several notable efforts to improve its land use planning and build a stronger identity. The thrust of this General Plan is to continue those efforts and outline new ones. For example, this General Plan/EIR designates "opportunity areas" where unique local conditions merit customized treatment; justify special measures to expand the City's economic development potential and present specific vehicles for achieving quality improvements.

The Stanton General Plan/EIR is not a static description of general goals and policies; it is a practical document focused on strategies for improvement and calling for specific implementing actions for land use, transportation, economic development, image enhancement, housing, public facilities and infrastructure, and regional coordination.

This is a plan which integrates policy and environmental implications into a single package; hence, the reference to General Plan/EIR. The two are not separable from a policy standpoint. To facilitate its day to day use, the Plan/EIR is divided into two documents: a General Plan Policy Document and a Technical Report. The Policy Document is a concise action document summarizing only the essential goals, strategies and actions of the General Plan. The Technical Document contains more detailed, background information as well as the Consolidated Environmental Impact Analysis.

This General Plan/EIR is designed for a City on the move. It is an action blueprint created to assist the City of Stanton in realizing its goals and enhancing its image.

Throughout much of this document, an abbreviated format is used in presenting the material. This is consistent with the action focus of the plan. Only the most essential points are contained in this part of the General Plan/EIR.

II. INTRODUCTION

A. STANTON — A CITY ON THE MOVE

The City of Stanton is approximately three square miles in size and is located in central Orange County. Incorporated in 1956, it has a current population of 30,491. It is bordered by the cities of Anaheim, Cypress, and Garden Grove and by several small unincorporated County "islands".

Although Stanton does not have any freeway frontage, two major arterial highways—Beach Boulevard and Katella Avenue—intersect within the City limits. For countywide congestion management purposes, both arterials are going to be part of the County Congestion Management Plan Highway System and the Super Street Program. The nearest freeway to Stanton is the Garden Grove (22), located about one-quarter mile south.

B. ROLE AND PURPOSE OF A GENERAL PLAN

- Fundamental policy document regarding physical and economic development within the City.
- Statement of City's goals and strategies regarding land use, economic development, transportation, housing, open space/conservation, safety, public facilities and infrastructure.
- A guide to action to bring about positive change.

C. STATE REQUIREMENTS

- A comprehensive, long-term plan for physical development.
- Seven required elements: land use; circulation; housing; open space; conservation; noise; and safety.

- A City's land use regulations and decisions must be consistent with the General Plan: zoning, redevelopment, development processing, and specific plans.

D. ORGANIZATION AND CONTENT OF A GENERAL PLAN/EIR

While state law specifies the basic content of the General Plan, it allows each City to use any format deemed appropriate or convenient. The City of Stanton has opted for an innovative General Plan format:

- Five topic areas: Community Development; Economic Development; Infrastructure and Community Services; Community Health & Safety; and Regional Coordination. These "chapters" in the Plan/EIR contain state mandated elements as well as optional elements. (See Table II-1 on page 5.)
- Integrated General Plan/EIR
- Two parts: concise policy document and associated technical document.
- Simplified structure: goal statements are used instead of traditional goals and objectives; strategies replace traditional policies and programs; and actions are a shorthand for all levels of implementation.
- Issue driven: goals and strategies are organized around issues.

Each General Plan topic area in Volume I (The Policy Document) contains the following subsections:

- Background/Overview: Summary information on which goals and strategies are based.
- Issues: Subjects so important that they require action.

II. INTRODUCTION

- Goals: General statements of desired future conditions.
- Intent: Explanation of how the goal is to be interpreted.
- Strategies: Policies and guiding actions based on goals.
- Actions: Implementation steps required by the Plan/EIR.

E. RELATIONSHIP AMONG PLAN ELEMENTS

- General Plan/EIR chapters must be consistent with each other; the total Plan/EIR must be internally consistent.
- Interrelationship of plan topics is clearly described in each chapter.

F. MONITORING AND UPDATING THE GENERAL PLAN

- The State mandated Annual Report reviewing General Plan implementing actions becomes a key Plan/EIR management tool.
- General Plan Amendment requests will be reviewed by Planning Commission and City Council for determination of need for amendment and timing for consideration.
- Appendix A, the Fiscal Year 1991-92 Implementation Program, is derived from strategies and actions in the General Plan. The intent is that this Appendix will be reviewed annually as the means of completing the Annual Report. It is further intended that part of this process will include updating and revising the Implementation Program on a fiscal year basis as changing circumstances require.

- Amendment to the General Plan will result from this monitoring and update process only if a change in Goals, Strategies or Actions contained in the body of the General Plan is required in order for consistency to be maintained.
- Included in the Implementation Program is the mandated Mitigation Monitoring Program for tracking impact mitigations identified in the Environmental Impact Report.

G. PLANNING PROGRAM

- City selects new, more flexible General Plan format—consolidated General Plan with integrated EIR, using functionally-related chapters rather than separate elements.
- Phase III - Integrated General Plan/EIR work resumed in 1990, drawing upon useful portions of earlier work.
- "Issue-driven" City Council/Planning Commission workshops conducted during 1990 as the basis for shaping the Draft General Plan/EIR. (See Technical Appendix for complete Issue Paper Workbook.)
- Draft General Plan/EIR circulated, considered in public workshops and hearings, and adopted in 1991.

**TABLE II-1
THE CITY OF STANTON GENERAL PLAN STRUCTURE**

<i>Stanton General Plan Areas/Topics</i>	<i>Mandated Elements</i>	<i>Optional Element</i>	<i>Related Issues</i>
CHAPTER III: COMMUNITY DEVELOPMENT			
III-1 Land Use/Community Structure	• Land Use • Open Space • Conservation		Opportunity Areas; Land Use Balance & Intensity; Residential Densities; Redevelopment; Lot Consolidation; Image; Code Enforcement; Development Impact Fees
III-2 Housing	• Housing		Housing Mix; Jobs/Housing Balance; Affordability; Preservation/Rehabilitation
CHAPTER IV: ECONOMIC DEVELOPMENT			
		• Economic Development	
CHAPTER V: INFRASTRUCTURE & COMMUNITY SERVICES			
V-1 Transportation	• Circulation		Arterials/Super Streets; Future Conditions Analysis
V-2 Linear Facilities/Services		• Infrastructure/Utilities	Water; Wastewater; Stormdrains; Solid Waste
V-3 Public Facilities		• Parks & Recreation • Public Buildings	Parks & Recreation; Civic Center; Education
CHAPTER VI: COMMUNITY HEALTH & SAFETY			
	• Noise • Safety		Noise; Hazards; Air quality; Hazardous Waste; Police; Fire
CHAPTER VII: REGIONAL COORDINATION			
		• Regional Coordination	Air Quality (AQMP); Congestion Management (CMP); Growth Management(GMP) and Related Ordinance Requirements

III. COMMUNITY DEVELOPMENT

III-1 LAND USE/COMMUNITY STRUCTURE

A. OVERVIEW OF CONDITIONS & ISSUES

1. Introduction & Location

PROFILE: STANTON

- ◆ Current (1990) Size and Population: 3 square miles; 30,491 residents.
- ◆ Projected Size and Population: 3.27 square miles; 34,088 residents.
- ◆ Adjacent Cities: Anaheim, Garden Grove, Cypress.
- ◆ Two Super Streets: Beach Boulevard & Katella Avenue.
- ◆ Incorporated: 1956

2. Land Use

Stanton is a built out community with a relatively high concentration of apartments and mobile home parks, with commercial development largely concentrated along major arterial highways.

a. Pattern

- 43% Residential
- 11% Light Industrial
- 12% Commercial (concentrated along major arterials)
- 10% Public/Open Space
- 24% Right-of-Way

- Approximately 10,379 Dwelling Units
 - 259 Retirement Units
 - 1,391 Mobile Home Units
 - 2,650 Single-Family Homes
 - 6,079 Multi-Family Units
- Less than 1% Vacant Land (approximately 11 acres)

b. Condition

- Overall, mixed quality in residential, commercial and industrial areas.
- Higher quality new development in some residential, commercial and industrial areas.
- Non-conforming uses, especially in light industrial areas.
- Poor transition between uses.
- Deferred maintenance in a number of areas throughout the City.
- Aging housing stock.
- Random appearance, especially in and around light industrial and some commercial areas.

3. Summary of Community Development Issues

a. Community Vision - These are the overall strategies which guide Stanton towards the future.

- Focus on actions that will bring about the most effective change.
- Stimulate further economic development.
- Achieve quality new development.
- Achieve revitalization of existing commercial areas.
- Special Opportunity Areas.

III. COMMUNITY DEVELOPMENT

- Major community focal point at Beach Boulevard and Katella Avenue, anchored by a new Civic Center Complex.

b. Land Use Categories

- Focus on more efficient land uses and patterns.
- Establish flexible categories which facilitate new development.
- Special Opportunity Areas which build upon unique potential in different parts of the City.
- Mixed use and potential for more intensive uses in selected areas.

c. Land Use Balance - Intensity & Density

- More cost effective use of land.
- Capitalize on Super Street and transit opportunities.
- Tie quality design requirements to density.
- Capture market demand in commercial and industrial areas.
- Reduce incompatible land uses by fostering increased property values through creative zoning.

d. Residential Densities

- Achieve balance between density and quality development.
- Combine density with requirements for improved design of new development.
- Achieve an improved balance between home ownership and rental occupancy.

e. Redevelopment

- Build on recent successes.
- Focus efforts on Special Opportunity Areas.
- Capitalize on Super Street program and competitive land values.
- Create incentive packages for greater private sector participation.

f. Lot Consolidation

- Provide incentives for consolidation of small parcels, especially in commercial and industrial areas which currently render development more difficult.
- Design more efficient uses and accessibility for small parcels which remain.
- Increase value of smaller parcels, which currently have limited individual potential.

g. Image

- Achieve a more defined and positive City image.
- Reduce discordant land uses.
- Identify and implement unifying urban design elements.
- Improve the uneven quality in residential, commercial and industrial areas.
- Replace or improve some marginal or poorly located uses.

h. Code Enforcement

- Continue enforcement of land use code and Property Maintenance Ordinance.
- Bring about a transition to "pride" orientation on property maintenance.
- Continued participation in County's housing rehabilitation program.

i. Development Impact Fees

- Capture the public costs of new development.
- Conform to legal limits on fees.
- Set a firm policy foundation for development fees.

B. LAND USE CONCEPT

1. Introduction

The Land Use Concept has been formulated to provide flexibility for the City in achieving development goals. The Land Use Concept builds on the vision of Stanton as effecting positive change through establishment of consolidated land use designations and targeting Special Opportunity Areas for particular focus. The twelve previous General Plan designations have been consolidated into seven designations for greater efficiency and flexibility in development approval. Special Opportunity Area designations define development potential for areas which are more focused in intent than the underlying land use designation. The Opportunity Areas provide for mixed use,

residential intensification, theme implementation, greater intensity or increased flexibility in use as appropriate to each situation. The Land Use Concept is pro-active in nature, designed to achieve realistic changes based on the vision of Stanton as an economically stable City where quality of the living environment is continually improving.

The General Plan Diagram (Exhibit III-1) illustrates the land use concept. It shows the pattern and extent of proposed land uses and highlights Opportunity Areas as the focus of long term development potential. Table III-1 presents the land use concept in terms of acreage, as compared to current land use pattern distribution.

2. Statement of Intent

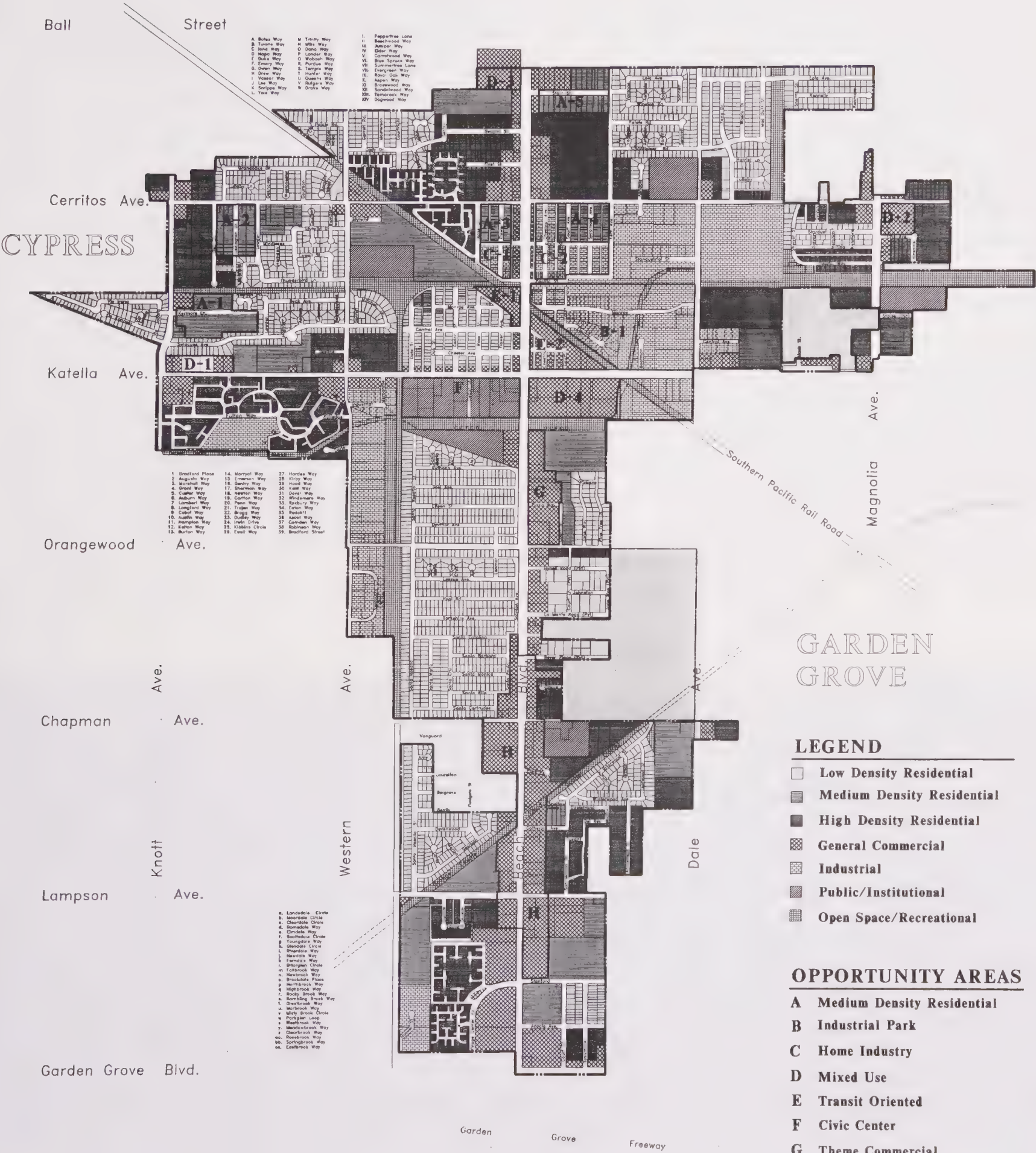
Statements of intent are provided for each Land Use Designation and Opportunity Area in the Stanton General Plan. Their purpose is to document the reasons for the designations and provide insight on how the designations should be interpreted when actual development proposals are being considered. The combined intents of the underlying land use designation and the Opportunity Areas are to be used. Of the eight "types" of Opportunity Areas identified in this Plan/EIR, four have more than one area of application in the City.

All statements of intent should be interpreted in relation to the two main goals of this general plan: economic development and improved quality.

III. COMMUNITY DEVELOPMENT

TABLE III-1 CITY OF STANTON CONSOLIDATED GENERAL PLAN AND EIR PREFERRED ALTERNATIVE LAND USES		
<i>Land Use Designation</i>	<i>Estimated Acres¹</i>	<i>Percent of Total Land Use</i>
Industrial	210	10.7
Commercial	232	11.8
Open Space/Recreational (includes 31 acres of Orange County Flood Control District)	121	6.2
Public/Institutional	70	3.6
Low Density Residential	379	19.3
Medium Density Residential	129	6.6
High Density Residential	343	17.5
SUBTOTAL, LAND USE ACREAGE:	1,484	75.7
Right-of-Way, Major (Arterial) Streets	164	8.4
Right-of-Way, SPRR	21	1.1
SUBTOTAL, RIGHT-OF-WAY ACREAGE:	185	9.5
Residential Streets	291	14.8
TOTAL ACREAGE, CITY OF STANTON:	1,960	100.0
1 GIS DATA FAXed on 04/22/91 from Tucson office of The Planning Center.		

ANAHEIM



GEOGRAPHIC INFORMATION SYSTEMS
7300 KYLE STREET, SUITE ONE, TOLANDS
NEWPORT BEACH, CA 92660 (714) 681-9444

Map - Source Information: For Digital Database: Robert B. White, William
Frost & Associates, "Creating Storm Drain System Map",
and City of Stanton, "Opportunity Areas/Land Use Map"

0' 600' 1200' 1800'



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3. Land Use Designations

Designations

- | | |
|------------------------------|-------------------------|
| ■ Low Density Residential | ■ Industrial |
| ■ Medium Density Residential | ■ Public/Institutional |
| ■ High Density Residential | ■ Open Space/Recreation |
| ■ General Commercial | |

Descriptions and Statements of Intent

- Low Density Residential (1 to 6 dwelling units per net acre)
 - Provide detached single-family housing.
 - Provide and preserve estate (E-1 Zoning) housing.
 - Accommodate 2nd units ("Granny Flats") on up to 10% of single family properties in conformance with State law.
 - Accommodate 3 to 18 persons per acre.
- Medium Density Residential (7 to 11 dwelling units per net acre)
 - Provide town houses, detached unit cluster housing, condominiums (all with ownership preferred, but rental allowed) duplexes, triplexes, fourplexes, and existing mobile home parks within the MHP zone.
 - Accommodate approximately 18 to 30 persons per acre.
 - Accommodate affordable housing eligible for 25% density bonus above the 11-unit maximum for low and moderate income bonus units only.

- Implement quality design features at all densities, particularly at the higher densities.
- Maintain protective zoning for mobile home parks to avoid conversion to other uses.
- High Density Residential (12 to 24 dwelling units per net acre)
 - Provide residential opportunities, primarily along arterial highways, with particular emphasis on ownership, and with provision for affordable housing.
 - Included in the maximum density of 24 units/acre is any bonus provision for affordable housing.
 - Allow the higher segment of the range (18 units or higher) only through affordability provisions or site design review reflecting exceptional response to the City's development guidelines.
 - Incorporate quality design features at all densities within the range.
- General Commercial (Retail, Service, and Office/Professional)
 - Provide a full-range of neighborhood, community and regional shopping, service and commercial recreation facilities and a variety of business/professional offices.
 - Permit auto-related facilities subject to sufficient land area being available to provide adequate screening and exceptional design and aesthetic features.
 - Provide for commercial Floor Area Ratios ranging from .25 to 1.5.

III. COMMUNITY DEVELOPMENT

- Location and size of commercial areas based on accessibility, historic development patterns, avoidance of land use conflicts, and a supply of retail/office uses to achieve sound economic development.
- Industrial (Industrial and Office Uses)
 - Provide for office park, research & development, and both light and heavy industrial uses.
 - Accommodate industrially-related offices; campus-type office parks; product assembly; storage; warehousing and distribution; research and development; and industrial services.
 - Allow auto repair and servicing subject to site plan review to assure stringent screening and design standards.
 - Revitalize selected existing uses through comprehensive design and lot consolidation incentives.
 - Provide for Floor Area Ratios ranging from .25 for strictly industrial uses to 1.0 for business park areas consisting predominantly of office uses.
- Public/Institutional (Civic Center, Schools, Community Services and Church Uses)
 - Provide areas of public and quasi-public uses.
 - Accommodate both public and private educational facilities.

- Open Space/Recreation (Parks, bicycle paths, utility and flood control easements)
 - Provide for parks, bicycle paths, other recreational facilities and utility/flood control easements which provide some open space value.
 - Reinforce City's identity through design elements established within this designation and carried through in public and private development in other land use designations.

4. Opportunity Areas

- | | |
|------------------------------|------------------------------|
| ■ Medium Density Residential | ■ Civic Center |
| ■ Industrial park | ■ Theme Commercial |
| ■ Home Industry | ■ Mixed Use |
| ■ Transportation Oriented | ■ Commercial Intensification |

Opportunity Area Descriptions and Intent

a. Medium Density Residential

- Provide quality small lot housing, attached housing and condominiums.
- Apply Planned Development zoning.
- Offer incentives to increase project amenities.
- Consolidate lots to allow for a more comprehensive and integrated design.
- Design projects to appeal to owner-occupancy.

III. COMMUNITY DEVELOPMENT

The Medium Density Residential Opportunity Area is applied in five areas.

A-1 Kermore Lane Sphere of Influence Area: This County area currently consists of large lots accommodating a mix of residential and home industry type uses, such as kennels. The "rural" environment of this area is not consistent with the adjoining residential neighborhoods and the mix of uses is not appropriate for a suburban residential land use designation. The intent of applying the Medium Density Residential Opportunity Area designation is to achieve the potential of existing large lots for intensifying density. This will be accomplished through application of Planned Unit Development (PUD) zoning to allow for a coordinated mix of duplex, triplex and town home developments as well as multiple-unit, single-family detached units with private drive accessibility and flexible setbacks. The key to success at this location is lot consolidation with bonus incentives for two-lot planned development projects which maintain a single-family character along the street frontage.

A-2 Lexington Drive: The intent is to maintain the existing low density appearance from the street frontage while encouraging the coordinated or joint development of more than one lot. Incentives for quality design and product features may include reduced setbacks and yard requirements and private driveway access where lots are consolidated. A single-family character is to be maintained along street frontages.

A-3 Stanton Townsite Residential East and A-4 Stanton Townsite Residential West: These neighborhoods of the original Stanton townsite consist of small lots on a traditional grid pattern street system with single-family homes of varied levels of maintenance. The proximity of the Home Industry Opportunity Area and gradual encroachment of commercial/industrial uses dictate a coordinated approach to the development of a medium density area. The intent is to allow second units on each lot according to design guidelines which, combined with development standards of the adjacent Home Industry area, are intended to increase values, improve overall quality, and reduce conflicts between uses.

A-5 Starr Street: This primarily single-family neighborhood of large, deep lots has seen commercial uses extend partially down the street from Beach Boulevard. The intent is to add value to the property by increasing its development potential without undue disruption to the single-family character of the neighborhood. This can be accomplished by encouraging town homes, attached units, condominiums, and small lot, detached units on private drives by providing incentives for quality design and features. Development of more than one lot as a single project is desirable as long as single-family appearance is maintained along street frontages. Building height limit should remain at two stories.

III. COMMUNITY DEVELOPMENT

b. Industrial Park

- Rationalize disjointed industrial projects through comprehensive planning.
- Create value by allowing more intensive use and requiring owners of adjacent parcels to integrate their project plans.
- Provide intensity bonuses and other incentives which will create more of a "business park" environment.
- Use "performance standard" zoning or a Specific Plan for implementation, including design guidelines to enhance image through project amenities.
- Retain industrially oriented uses with a tenant mix which contributes to the City's economic stability.
- Require contemporary design standards including screened outside storage, accent landscaping and organized parking areas.
- Design projects to include shared parking or other techniques to get the highest level of use from each land parcel.

B-1: The industrial area accessed from Monroe Street is the one area designated as Industrial Park Opportunity Area. The area currently consists of disjointed industrial projects exhibiting little or no compatibility of design, organized parking or integration. The intent is to enhance the image and value for the area through comprehensive planning and general design guidelines.

c. Home Industry

- Provide value as an incentive to make "cleaning up" neighborhood blight economically feasible.
- Create a mix of land uses which further City goals such as congestion management and improved air quality.
- Allow self-contained industrial uses and residential uses as an incentive to the establishment of light industrial and craftsman-oriented uses.
- Accelerate transition to cohesive, well-designed neighborhoods through Specific Plans, planned development zoning, and redevelopment, as appropriate.
- Encourage lot consolidation and image enhancement through intensity/density bonuses for attractive design, project amenities and lot assembly.
- Continue code enforcement.
- Implement the Home Industry designation through performance based zoning, limiting building height and site coverage, establishing fencing and screening requirements, on and off-site parking regulations, and other design and development standards to assure site workability.
- Eventually, allow transition to an exclusively light industrial area if market interest occurs.

The Home Industry designation applies to two areas:

C-1 Old Stanton West and C-2 Old Stanton East: These areas of single-family homes have evolved into a semi-blighted mix of industrial, heavy commercial and residential uses, particularly in the western segment. To create enough

value to make sound development possible, a rare combination of residential/industrial uses is proposed to continue, but in a different way from what exists now. A Home Industry designation would allow a single-family residential unit as an integral part of a non-residential building, designed for incubator industries where low total cost is a critical factor. A variety of craft, design, light manufacturing or studio uses would be acceptable as long as site design was carefully controlled. Multiple lot development would be encouraged with a three-story height limit allowing sufficient space for accommodating the residential unit and, if necessary, limited off-street parking under a building cantilever. No outside storage or toxic materials or processes would be allowed.

d. Mixed Use

- Provide ample opportunity for revitalization or future development of areas with high potential in the City.
- Encourage the combination of some commercial activity with other reinforcing land uses, especially residential, to create economically and aesthetically pleasing projects.
- Provide property owners the flexibility to adapt project design to market forces to encourage quality development.
- Underlying land use designation is General Commercial.
- Underlying zoning requires a form of Planned Development zoning.
- Require discretionary review, guided by intent of this designation and image enhancement.

- Mixed use development seen as supporting and reinforcing commercial activity with increased densities, intensities and flexibilities as incentives.

Four Mixed Use Opportunity Areas are designated:

D-1 Katella/Knott: This well located commercial site is primarily vacant, partly due to competition from more established centers nearby and partly due to difficult loading/service access. A mixed use opportunity area designation proposes to give the property owner and the City maximum flexibility in capturing a mix of retail, service, office, studio or institutional uses. It may also be necessary to modify the appearance of the buildings. The lack of adequate loading and delivery facilities at the rear of the site may influence future mix of uses.

D-2 Magnolia/Cerritos: This commercial site has long-term potential for both intensification in use and improvement in appearance. The current mix of commercial retail, service and office uses is appropriate, but variations in proportions of use within the mix may merit consideration as market forces change. An increase in square footage and design modifications may increase both site value and market appeal. A single master plan for site development is necessary in order to ensure adequate access, parking and aesthetic treatment. Building height should be limited to three stories.

III. COMMUNITY DEVELOPMENT

D-3 Pick-Your-Part Site: This commercial location, shared by both Stanton and Anaheim, will require agreement between the two cities on a development plan. Its best potential is as a mixed use commercial development, with flexibility in the proportion and mix of uses. As with many "infill" sites, careful design is essential. Provision for acceleration/deceleration lanes outside the current Beach Boulevard right-of-way, shared parking, strong provisions for security and quality appearance will make this site both an economic and aesthetic asset.

D-4 Orco Block Area: This is one of the most strategically located areas within the City. If and when the current use is discontinued at the property owners initiative, the potential for this site should be designed around a mixed use commercial/office complex. The entire area, including the triangular parcel east of the flood control channel, should be designed in a single master plan. Design themes from the Civic Center complex should be picked up, but each of the corners of this major intersection should be self-sufficient in design. It is the intent that non-conforming use regulations be adjusted to allow continuance of the existing use until a change is mutually identified by the City and property owner.

e. Transportation Oriented

- Capitalize on potential transit service on existing rail line.
- Capitalize on proximity to intersection of two Super Streets.

- Facilitate effective use of triangular parcels and improve surface street access.
- Reinforce the Civic Center through intensifying uses in its vicinity.

E-1 Pacific and Beach: This relatively small triangle of land on the West side of Beach Boulevard is intended to be developed in a commercial, institutional or office use that may relate to the transit potential of the adjacent right-of-way. Until station concepts are developed, it is not possible to state exactly how the commuter stops may work, but this parcel may play a useful role in supporting the transit function. Failing that, a general commercial use would be appropriate.

E-2 Northeast Beach and Katella Intersection: The Beach/Katella intersection is the most strategic location within the City and the focal point for the City's image. It will be impacted by the transportation hub comprising the intersection of two Super Streets and the proposed commuter rail line which is part of the Proposition M transportation improvement program. Now a mixed use, primarily industrial area, this triangle could become a landmark commercial/office mixed use development. It is probably the only practical location for a station stop in Stanton, owing to the stacking distance needed for trains. Thoughtful design is essential, particularly with respect to access and parking, owing to the potential congestion that could occur with intensification of use. Design should complement the Civic Center complex diagonally across the intersection.

III. COMMUNITY DEVELOPMENT

f. Civic Center

- Capitalize on the attraction value of the public buildings and uses.
- Develop mixed uses emphasizing retail and commercial activities supporting the Civic Center.
- Create a high quality tenant mix which encourages pedestrian activity.
- Integrate design functionally and aesthetically.
- Use a zoning district requiring site plan review and establish a master plan for the entire Civic Center Complex.
- Integrate senior apartments and future condominium development with the Civic Center.

g. Theme Commercial — Stanton Plaza

- Capture regional traffic along Beach Boulevard by creating a special use or attraction.
- Develop a theme, such as a Mexican/Spanish "Mercado," which has regional appeal and recognizes the substantial and long-standing prominence of the Mexican American community within Stanton.
- Develop a single master plan but allow incremental development in its fulfillment if necessary.
- Provide ample space for open-air events (music, art, displays).
- Capitalize on significant opportunity for special community events and employment-generating potential of project for local residents.

h. Commercial Intensification — Southerly Beach Boulevard

- Provide incentives which revitalize, intensify and upgrade this section of Beach Boulevard.
- Support positive change through quality design features, improved and simplified access, and adequate parking.
- Build on recent positive change and encourage development on larger parcels.

III. COMMUNITY DEVELOPMENT

C. GOALS AND STRATEGIES

The goals and strategies for Community Development are as follows.

ISSUE 1: LAND USE CATEGORIES		
Goal	Strategies	Actions
1. Maximum Quality Development in selected areas where long-term potential is particularly significant and the ability to establish new quality standards is high. Intent: Special opportunity designations apply where unusual improvement potential exists. These "Opportunity Area" designations provide specific guidance for implementing the underlying land use designation. Projects within "Opportunity Areas" are expected to achieve the character and quality of development described in the land use text.	1. Establish land use designations which are flexible and more focused in intent than the underlying land use designations of the General Plan. 1.2 Create customized regulations for "Opportunity Area" categories. 1.3 Provide expedited processing for projects which implement "Opportunity Area" intent	1.1 Prepare "performance standard" zoning regulations for use in "Opportunity Areas." 1.2 Revise the non-conforming use regulations to accommodate the special needs of "Opportunity Areas." 1.3 Promote "Opportunity Areas" with descriptive brochures and easily distributed summaries. 1.4 Maintain existing zoning until qualified projects are proposed.

ISSUE 2: LAND USE BALANCE AND INTENSITY		
Goal	Strategies	Actions
1. An effective balance of residential, commercial and industrial uses. Intent: A key issue for Stanton is to encourage land uses which are balanced and efficient. The City seeks to minimize incompatible land uses and derive the greatest benefit from its land uses.	1.1 Encourage revitalization of underutilized areas through mixed use opportunity area designation. 1.2 Provide the opportunity to eventually phase out incompatible industrial/commercial uses in selected areas adjacent to single-family homes and in strategic locations. 1.3 Redesignate selected low density residential areas to medium density residential (Opportunity Areas, Sections A-1, A-2 - General Plan Diagram).	1.1 Change zoning to medium density residential to support Medium Density Residential Opportunity Areas. 1.2 Revise the zoning code and map(s) to include and apply customized incentives and regulations for opportunity areas.

III. COMMUNITY DEVELOPMENT

ISSUE 2: LAND USE BALANCE AND INTENSITY

<i>Goal</i>	<i>Strategies</i>	<i>Actions</i>
2. Land uses which provide jobs as well as professional services and shopping opportunities for Stanton residents. Intent: Rather than having Stanton residents seek professional services, shopping and employment outside the City, Stanton's General Plan seeks to encourage provision of these opportunities within the City limits in order to improve its economic and fiscal condition.	2.1 Encourage more office/professional development to serve Stanton's residents. 2.2 Encourage revitalization and intensification of commercial uses through underutilized areas of City through the redevelopment process. 2.3 Designate and implement selected areas of the City as "Mixed Use" and "Commercial Intensification" opportunity areas.	2.1 Continue and encourage community revitalization within the existing redevelopment project area. 2.2 Provide incentive package to existing and prospective development for upgrading and redeveloping, including improved access and parking, as well as quality design.
3. Quality, contemporary industrial development. Intent: Major segments of the City's industrial development are not being used efficiently due to small lot sizes, disjointed uses and an inappropriate tenant mix. The goal is to allow more intensive use while, at the same time, requiring contemporary design standards. The desired result is a tenant mix which improves the balance of economic activity within the City.	3.1 Encourage property owners to integrate their own project plans with those of their neighbors. 3.2 Develop an incentive program of intensity and density bonuses and other measures to create a "Business Park" environment and to improve project design. 3.3 Designate appropriate areas of existing industrial Land Use designations as "Industrial Park" opportunity areas in the General Plan diagram. 3.4 Encourage Planned Development zoning as a way to allow more efficient and coordinated site planning.	3.1 Adopt an incentive program for lot consolidation, joint planning of adjacent parcels and comprehensive planning. 3.2 Adopt a Specific Plan which includes design guidelines, desired uses, and comprehensive planning requirements to carry out General Plan goals for this area. 3.3 Revise the non-conforming use regulations to allow existing uses to remain until a preferred plan is initiated by the land owner.

III. COMMUNITY DEVELOPMENT

ISSUE 2: LAND USE BALANCE AND INTENSITY

<i>Goal</i>	<i>Strategies</i>	<i>Actions</i>
4. Compatibility of neighborhoods adjacent to industrial uses. Intent: The General Plan's goal is to provide economic incentives towards cleaning up neighborhood blight. "Home Industry" opportunity area designation encourages the transition from discordant, code violating land uses to well designed neighborhoods that allow a unique blend of residential and home industry uses. Home industry is a land use recycling tool toward a quality light industrial land use goal. Allowing a mix of uses will create value for sound development and will reduce commuting for work-at-home persons.	4.1 Provide economic incentives for sound development through lot consolidation and intensity and density bonuses (including increased floor-area ratios). 4.2 Support positive change through code enforcement, redevelopment, planned development zoning, Specific Plan and "Home Industry" opportunity area designation in the General Plan.	5.1 Prepare "performance standard" zoning regulations for use in "Home Industry" Opportunity Area.

ISSUE 3: RESIDENTIAL DENSITIES

<i>Goal</i>	<i>Strategies</i>	<i>Actions</i>
1. A range and balance of residential densities which are compatible with City services, consistent with existing and future land uses, and in keeping with Stanton's goals for the future. Intent: The City desires to preserve single-family residential neighborhoods in light of the fact that the City contains a relatively high proportion of multi-family housing (60 percent). Nevertheless, increasing densities in existing high density areas is to be encouraged only if they can serve to attract quality design and amenities. Although the zoning code allows 18 DUs per acre, General Plan classifications allow 24 DUs. The intent is to raise densities above 18 only if accompanied by exceptional quality design standards or the provision of affordable housing units. The density cap would remain at 24.	1.1 Develop residential density bonus incentive programs in high density areas to attract high quality development with an emphasis on owner occupancy. 1.2 Establish a two-tiered program with densities above 18 allowable only based on qualifications, affordable housing bonus units supported by project amenities.	1.1 Amend high density residential zoning classification to allow bonus units up to 24 DUs for affordable housing and to create consistency with General Plan. 1.2 Create development standards that will serve as a basis for evaluating project design. Desired design quality may include landscaping, appropriate scale and context, open space, flexible floor plan, pedestrian amenities, architectural treatment, parking design and access.

III. COMMUNITY DEVELOPMENT

ISSUE 4: REDEVELOPMENT

<i>Goal</i>	<i>Strategies</i>	<i>Actions</i>
1. Continued revitalization of existing redevelopment project areas. Intent: Since adopting its redevelopment plan in 1983, Stanton's Redevelopment Agency has assisted in the development of several successful large scale commercial and residential projects. The City intends to work intensively to continue this success pattern in existing Project Areas and expand Area boundaries as appropriate to maintain the revitalization process now underway.	1.1 Maintain continuing commitment to revitalizing commercial and residential properties 1.2 Assisting in the funding of new projects, such as the Civic Center, within redevelopment project area boundaries. 1.3 Seek private development and investment interest in redevelopment area.	1.1 Prepare a marketing strategy for parcels identified in the City's studies as having good short-term potential.
2. An incentive program which encourages greater participation in the revitalization process. Intent: To increase participation in revitalization efforts and to enhance the economic strength of Stanton's commercial areas, the City needs to expand its package of inducements to property owners. A variety of revitalization programs will reach a greater range of participants and make Stanton's revitalization efforts more comprehensive.	2.1 Broaden the scope of revitalization efforts to include as many strategies and programs as is feasible including low-interest loans, grants, bond issuance, design consultation and facade enhancement	2.1 Present revitalization program opportunities to property owners within the redevelopment project areas in the form of an informational bulletin.
3. Expanded redevelopment project area. Intent: Identify other areas in the City in need of revitalization and make every practical effort to assess and promote the economic benefits of their inclusion in the redevelopment process.	3.1 Select candidate sites with the greatest potential for revitalization.	3.1 Contact potentially affected property owners and enlist their consideration of the benefits and drawbacks of their inclusion into the redevelopment process.

III. COMMUNITY DEVELOPMENT

ISSUE 5: LOT CONSOLIDATION		
Goal	Strategies	Actions
1. Consolidation of existing small lots in commercial, industrial, and medium density residential areas. Intent: The existing lot configurations in the City often result in fragmented and less efficient land use. Larger lots allow for a greater range of uses and better quality design and planning.	1.1 Increase the financial incentives for lot consolidation through a variety of City actions: designation of "Industrial Park" and "Home Industry" opportunity areas; density bonuses; and zoning amendments and incentives. 1.2 Assist property owners in the joint planning of adjacent parcels through site planning and legal assistance. 1.3 Ensure that once parcels are assembled, they will not be redivided.	1.1 Prepare an informational package describing City incentives for lot consolidation in selected industrial, commercial and medium density residential areas. 1.2 Write a covenant into the zoning code to ensure that division of assembled parcels does not occur.

III. COMMUNITY DEVELOPMENT

ISSUE 6: IMAGE		
Goal	Strategies	Actions
1. High quality design of new construction throughout Stanton. Intent: The quality of new construction in Stanton has been varied. To ensure that new projects fit well into the context and character of the community, the City needs to establish policies and guidelines regarding the appearance of new construction. Design guidelines and development standards which are flexible in nature can ensure quality in design while permitting creativity and innovation.	1.1 Ensure high quality design of new construction by providing general design guidelines covering such features as scale, massing, color, texture, style and signage. 1.2 Efforts should be focused on ensuring that new construction is compatible with the existing character and context of the City.	1.1 Adopt a design review ordinance for residential, commercial and industrial development within the City. Continue Design review functions by City staff.
2. Enhanced community identity for residents, visitors and commuters. Intent: Due to the fact that Stanton is surrounded by larger communities and does not have prominent design elements, the City of Stanton has been working to create a greater sense of identity. Although the City has chosen not to establish a design theme for the entire community, unifying design elements such as City signage, median improvement projects, entry gateways, and distinctive street furniture are desired.	2.1 Focus design improvements on major City streets and boulevards where visibility is greatest. 2.2 Use redevelopment incentives to improve the appearance and vitality of selected areas throughout the City.	2.1 Design attractive City statements at major entry points into the City. 2.2 Establish streetscape improvement plans for major commercial thoroughfares in the City. 2.3 Establish a commercial revitalization program through the Redevelopment Agency focusing on facade improvement and site design. 2.4 Create a distinctive public information sign program to help build a positive physical identity for Stanton.
3. Compliance with land use code. Intent: Efforts to improve compliance with land use code are directly tied to the image and character of Stanton. A code compliance program with positive sanctions along with neighborhood block improvement programs will serve to boost pride and participation in enhancing Stanton's image.	3.1 Enhance appearance of residential areas of City through private/public sector actions such as block improvement programs. 3.2 Continue participation, in the County's Community Development Block Grant housing rehabilitation program.	3.1 Initiate a Citywide promotional campaign to enhance Stanton's image, focusing on block improvement programs and code compliance. 3.2 Review code enforcement program for opportunities to make it as positive as circumstances allow.

III. COMMUNITY DEVELOPMENT

ISSUE 7: CODE ENFORCEMENT

Goal	Strategies	Actions
1. A code enforcement program which encourages and maintains compliance with the land use code through a well-publicized system of positive and negative sanctions. Intent: A successful and comprehensive code enforcement program is essential in preserving safe, harmonious and attractive residential neighborhoods. The City has made positive steps towards improving compliance including the hiring of two full-time code enforcement officers and the passage of a Property Maintenance Ordinance. As part of its efforts to improve its image, the City of Stanton wants to continue and expand its code enforcement program.	1.1 Continue and expand the City's current code enforcement Program. 1.2 Encourage greater compliance with and awareness of the Code Enforcement Program through a system of positive sanctions. 1.3 Reinforce the City's code enforcement program through continued efforts in existing programs and policies, including the County's Community Development Block Grant Housing Rehabilitation program and the City's Property Maintenance Ordinance. 1.4 Encourage property improvements at the block level through neighborhood "self-help" programs. 1.5 Evaluate and monitor the City's code enforcement program on an ongoing basis.	1.1 Present Certificates of Commendation for property improvement. 1.2 Initiate a public/private campaign aimed at increased awareness and participation in land use code compliance including promotional literature and a neighborhood "self-help" improvement program.

ISSUE 8: DEVELOPMENT IMPACT FEES

<i>Goal</i>	<i>Strategies</i>	<i>Actions</i>
1. A legally defensible foundation within the General Plan for a development impact fee ordinance. Intent: In order to provide funding for street maintenance, sewers, storm drains, and parks, the City of Stanton desires a comprehensive development fee program. The legality of an impact fee program depends on General Plan goals and policies as well as a logical connection between the fee and the need created by new development. A fee program would capture potential contributions from additional development, but would not pay for all of needed facilities unless substantial redevelopment of existing land uses were to occur.	.1 Establish the need for a development impact fee program within the General Plan. 1.2 Ensure that the development impact fee program furthers a legitimate government purpose and contains a rational connection with the public need created by the new development.	1.1 Document that there is a current and future need for the financing and improvement of public infrastructure and facilities. • Project future population, dwelling units, employment and business activity. • Develop standards to project the need for, and the size and quality of public infrastructure and facilities. 1.2 Create a fee structure which is directly related to public need and the type of development upon which it is imposed.
2. A development impact fee program to ensure adequate funding for the financing of public facilities and capital improvements related to new development. Intent: A comprehensive impact fee program is a potentially important measure to help fund infrastructure and public facility improvements needed as a result of new development. Such a program, if established, would be tied to the City's capital improvement plan to ensure that the City has adequate fiscal resources to provide needed public facility improvements.	2.1 Set the development impact fee program on a Citywide basis or an area-specific basis depending on the relationship between new development and the resultant impact. 2.2 Combine impact fees with other public financing methods including bonds, tax increments, and pay-as-you-go financing through the City's Capital Improvement Plan. 2.3 Conduct a market feasibility analysis to examine the extent to which the calculated development costs can be borne by the local market conditions.	2.1 Enact a comprehensive development impact fee program by ordinance for the funding of public facility and infrastructure improvements.

III. COMMUNITY DEVELOPMENT

III-2 HOUSING

A. OVERVIEW OF 1990 HOUSING ELEMENT

1. Summary of Housing Characteristics¹

INVENTORY	AGE	REHABILITATION NEEDS
10,305 units • 26% single-family units • 58.3% multi-family units • 13.5% mobile home coaches • 2.5% retirement group units	• 45% constructed after 1970 • 13% since 1980 (mostly condominiums) • 22% more than 30 years old (mostly single-family)	• 65% of units over 20 years old
		RENTAL UNITS
		• 52% of City total • Median rents - 1989: \$575 to \$840
HOUSING PRODUCTION	VACANT LAND	HOUSEHOLD SIZE
• Estimates of between 314 and 685 new units needed by 1995 • 1,336 units built between 1980 and 1988	• 31 acres under all zoning classifications	• 2.75 persons per unit
	HOUSING COSTS	
	• Somewhat lower than rest of Orange County • 1989: \$104,000 - condominium; \$160,000 - single-family home	

2. Housing Program Goals

- Adequate housing for all residents of the City of Stanton.
- Variety of housing opportunities for households of all sizes.
- Balanced residential environment with access to employment, services and community facilities.

¹ Refer to Technical Document Volume II, Appendix E. Reflects data contained in Land Use Inventory prepared for the current Housing Element, adopted 1990.

- Identify adequate sites for housing; assist development of low/moderate income housing; remove governmental constraints to housing production; conserve and improve existing and affordable housing stock.

3. Government Constraints

Local governments affect the supply, distribution and cost of housing through land use controls, building codes, development permits, and processing fees.

- General Plan: 51% of City designated for housing; full buildout would allow 13,155 dwelling units (10,305 presently).
- Building Code and Development Standards: Developers install infrastructure and facilities; average cost of improvements - \$600 per unit.
- Development Processing: Stanton's processing time and fees are less than most Orange County communities.

B. POTENTIAL RESIDENTIAL DEVELOPMENT

The 1990 Housing Element lists the existing inventory of housing units as 10,305 and 32 acres of vacant land. These numbers vary from the existing conditions generated by GIS methodology and do not reflect recent development or designation of vacant land for development.

1. 1980 Land Use Designations

- At full buildout, only 111 additional units would be added.
- Of 32 vacant areas, only 25% zoned for residential use.

2. 1990 Land Use Plan

- Little significant increase in number of housing units.
- Some increased potential for additional housing units with "medium density" and "mixed use" opportunity areas.

C. GOALS & STRATEGIES

Goals, strategies and actions to address housing issues in Stanton are found in the following tables.

III. COMMUNITY DEVELOPMENT

ISSUE 1: HOUSING NEEDS/HOUSING MIX

<i>Goal</i>	<i>Strategies</i>	<i>Actions</i>
1. Identification and creation of adequate sites for housing. Intent: The provision of sufficient sites for the development of a wide variety of housing types, sizes, and prices is a key element in any program to satisfy the housing needs of all segments of the community.	1.1 Maintain the present inventory of 986 acres of residentially zoned land which includes approximately nine acres of vacant residential land. Where possible, appropriate, and consistent with the General Plan, increase the net amount of developable residential land, which may include increasing the allowable density of existing residential properties. 1.2 Ensure that any adverse impacts resulting from the provision of low and moderate income housing are minimized. 1.3 Maintain the Vacant Land Survey and update annually. 1.4 Systematically review existing vacant commercial and industrial parcels for possible rezoning to residential use, where consistent with General Plan goals and objectives and where compatible with surrounding land uses. 1.5 Continue to contract with the Orange County Fair Housing Council to handle fair housing issues involving Stanton residents.	1.1 Maintain and enforce the provisions of the City's condominium/stock cooperative conversion ordinance. 1.2 Utilize, where appropriate, the powers of the Redevelopment Agency to subsidize the cost of land and/or off-site improvements for developers willing to build transitional housing. 1.3 Encourage new construction of affordable housing by rezoning, where consistent with General Plan goals and objectives, existing residential land to permit higher density development. 1.4 Amend the Municipal Code to strengthen the City's ability to enforce the handicap adaptability regulations commensurate with the intent of the law to increase the supply of accessible housing for persons with disabilities.

ISSUE 2: JOBS/HOUSING BALANCE

<i>Goal</i>	<i>Strategies</i>	<i>Actions</i>
1. An improved jobs/housing relationship in Stanton. Intent: The City of Stanton wants to focus on improving its jobs/housing relationship to provide more employment for its residents. Currently, the jobs/housing ratio for Stanton is .75, a figure about one-half that of surrounding communities. The jobs/housing ratio is obtained by dividing the number of jobs in Stanton, 7,702, by the number of housing units, 10,305.	1.1 Revitalize existing commercial and industrial areas to increase employment in these areas. 1.2 Designate selected areas of the City as "opportunity areas" on the General Plan diagram to increase efficiency in commercial and industrial areas and to generate employment. 1.3 Encourage lot consolidation in light industrial zones to improve efficiency of land use. 1.4 Design mixed residential-commercial use projects.	1.1 Use the powers of the Redevelopment Agency to revitalize selected commercial and industrial areas.

ISSUE 3: AVAILABILITY OF AFFORDABLE HOUSING

Goal	Strategies	Actions
1. Development of housing opportunities for low and moderate income households. Intent: Although Stanton currently has a greater proportion of affordable housing than many surrounding communities, it is important to undertake economically feasible programs to provide for housing throughout the community to meet the needs of low and moderate income households.	1.1 Support the Orange County Housing Authority in its efforts to maintain or increase the number of Section 8 subsidized rental units in the City. 1.2 Subsidize the cost of land and/or off-site improvements for the provision of affordable housing for low-income households. 1.3 Encourage the provision of affordable housing by allowing manufactured housing (including mobile homes) in medium density residential zones subject to certain conditions. 1.4 Utilize, wherever feasible or possible, any bonding or revenue source that is available to finance the construction of housing for low and moderate income and senior housing. 1.5 Ensure the continued financial health of a non-profit shelter provider to serve the needs of Stanton's homeless individuals. 1.6 Encourage the development of affordable housing units by considering a waiver or reduction of City zoning and development fees for new affordable residential housing projects. 1.7 Assist low and moderate income families purchase their first home by making available money for the down payment, to be secured by a second deed of trust. Loans would be at below-market interest rates.	1.1 Maintain and implement a density bonus agreement to developers willing to construct housing units affordable to low and moderate income households. Allow density bonus units above 11 in medium density residential areas. In high density area, the 24 maximum includes affordable owner occupied units and bonus units. 1.2 Adopt an ordinance allowing second dwelling units to house senior relatives to be constructed in residential zones subject to a conditional use permit. 1.3 Develop and adopt an ordinance amending the non-conforming use provision of the Zoning Ordinance that would allow non-conforming, over-dense apartment developments in residential zones to be rebuilt to original density even if destroyed in excess of 50% of replacement value, removing the amortization requirements.

III. COMMUNITY DEVELOPMENT

ISSUE 3: PRESERVATION OF EXISTING HOUSING

<i>Goal</i>	<i>Strategies</i>	<i>Actions</i>
1. High quality maintenance and rehabilitation of existing owner-occupied and rental housing throughout the City of Stanton. Intent: The state has made housing preservation and conservation a high priority, especially for low and moderate income households. Although the majority of the existing housing stock is more than 25 years old, many of the residences appear to be in sound condition. Nevertheless, rehabilitation needs exist and maintenance of an adequate supply of rental housing stock is a "must" if the housing stock is to provide for the variety of housing choices required by state law.	1.1 Enforce the provisions of the Uniform Building Code pertaining to habitability, safety, and occupancy limits. 1.2 Improve the quality of residential neighborhoods by taking action against owners who maintain their properties poorly or not at all. 1.3 Continue to seek financial assistance from county-administered housing rehabilitation and rental assistance programs.	1.1 Continue to contract with the Orange County Housing Authority for administration of Housing/Community Development Block Grant funds for rehabilitation loans for qualified households. 1.2 Amend the Municipal Code to institute a requirement for an occupancy inspection prior to transfer of title for residential properties. 1.3 Enforce provisions of the Housing Code in their entirety. 1.4 Enforce the Property Maintenance Ordinance with specific orientation toward residential parcels but also with application to commercial and industrial properties.

IV. ECONOMIC DEVELOPMENT

Economic development is one of the most essential ingredients of a successful community. The Stanton General Plan/EIR is focused on building a stronger local economy and improving Stanton's overall image through economic development.

A. BACKGROUND DATA & ANALYSIS

1. Retail

- Weak mix of retailers.
- Majority of retail establishments: eating & drinking, motels/hotels, auto repair and supplies.

2. Office

- Low proportion of office uses.
- Stagnant growth in new office space.
- Historical absorption rates: 12,000 to 24,000 square feet per year.

3. Industrial

- Fragmented tenant mix and underutilized space.
- Low jobs/housing ratio of .75 (one-half of Orange County's 1.47).

B. ISSUES AND STRATEGY SUMMARY

1. Issues

- Small amount of office/industrial space absorption.
- Low taxable sales transaction per household.
- Relatively low occupancy rate and sub-standard quality hotel/motel market.
- Little vacant land for commercial/industrial development.
- Limited accessibility and visibility.
- Small increases in taxable retail sales over 1985 to 1988 period.
- Declining non-retail sales from 1985 to 1988.
- Weak economic image in Orange County.
- Low jobs/housing ratio.

2. Short and Long-Term Strategies

Stanton does have significant opportunities to enhance its current position through planning and redevelopment efforts and to increase its capture of economic growth, if the City takes a proactive approach.

SHORT-TERM STRATEGIES	LONG-TERM STRATEGIES
• Define a comprehensive economic development effort. • Identify economic opportunities via the General Plan and land use strategies. • Creation and implementation of an Economic Development Program. • Diversification of Stanton's retail mix. • Quantification of square footage needs and possibilities for retail and office opportunities.	• Using the powers of the Redevelopment Agency. • A team effort between the Redevelopment Agency and the Economic Development Program. • Improving circulation to increase accessibility and visibility. • Development of an attractive high quality auto center. • Development of quality business parks. • Attraction of non-retail taxable industries to the City. • Improvement of the jobs/housing balance.

C. GOALS & STRATEGIES

ISSUE 1: ECONOMIC DEVELOPMENT OVERVIEW		
Goal	Strategies	Actions
1. A strengthened economic base in the City of Stanton. Intent: In order for Stanton to realize its economic potential and provide more jobs, shopping opportunities and services for its residents, it must take a proactive stance towards economic development including an improved retail mix, more office/professional development and a revitalized light industrial area.	1.1 Initiate a comprehensive effort focusing on all areas of economic development including retail, office/industrial, hotel/motel and housing as well as improvements to circulation and community amenities. 1.2 Incorporate economic opportunities into the General Plan process through the designation of special opportunities areas, the use of proper zoning, improvements to circulation and other General Plan elements, and land use strategies that assist the City in achieving an improved economic status. 1.3 Focus efforts on redevelopment or recycling of existing areas in order to reduce the fragmented office and industrial character currently found in the City. 1.4 Combine the efforts of the Economic Development Program and the Redevelopment Agency to facilitate land assembly and attract prospective businesses through larger and more developable parcels. 1.5 Improve the circulation system for increasing accessibility and visibility to Stanton, including continued involvement with the Beach Boulevard Super Street Program. Special attention should be given to those businesses that could adversely be impacted through the Super Street Program, including relocation within the City. 1.6 Encourage location of retail/office development in areas of greatest exposure. 1.7 Meet office/industrial space needs through the development of small, quality business parks which generate additional jobs, create a better image, and broaden the economic base of the City. Relatively low land values in Stanton should be used as an inducement for locating within the City.	1.1 Creation and implementation of an Economic Development Program to improve Stanton's economic standing and identity. Program administration could be a combined effort including City staff, local businesses and the Redevelopment Agency. 1.2 Use the land assembly powers of the Redevelopment Agency for the acquisition of land, better mixing of commercial opportunities and increase in office/industrial space needs.

ISSUE 1: ECONOMIC DEVELOPMENT OVERVIEW		
Goal	Strategies	Actions
	1.8 Encourage the location of non-retail sales industries such as computer and medical supplies within the City. These businesses have the potential to add significant revenues to the City and the employment base. 1.9 Improve the jobs/housing relationship by increasing the mix of housing and by raising household purchasing power.	
2. An expanded mix and reach of retail uses in Stanton. Intent: Strengthening Stanton's mix of retailers would increase tax revenue to the City and improve shopping and employment opportunities for Stanton residents.	2.1 Diversify Stanton's retail mix and revenue base by broadening the range of goods to surrounding customers. This would include development of attractive community-level shopping centers that include general merchandise, apparel, restaurants and specialty retail. 2.2 Strengthen the hotel/motel market by improving the business environment in which they operate including the location of ancillary services such as restaurants and the provision of a shuttle service to nearby businesses and major attractions. 2.3 Improve accessibility to retail establishments through careful planning for the impacts of the Super Street program such as improved signage, possible lot consolidation and modified parking.	2.1 Complete specific studies that quantify square footage needs and possibilities for shopping centers and office/industrial space at specific locations in the City. In addition, studies for hotel/motel locations, size and price ranges need to be initiated to determine potential development possibilities at a localized level. 2.2 Development of an attractive, high quality, auto related service center catering to the auto maintenance and sales needs of the surrounding community. Designation of this center could be through the General Plan. 2.3 Complete land use study addressing the economic impacts of the Super Street program.

V. INFRASTRUCTURE & COMMUNITY SERVICES

V-1 TRANSPORTATION

A. BACKGROUND DATA & ANALYSIS

1. Streets & Highways

- Two designated "Super Streets," high-flow arterials, move through and intersect within Stanton.
- The City of Stanton, as responsible agency, approved the recommendations of Beach Boulevard Super Street Demonstration Project.
- Adopted improvements include intersection widening/restriping, parking restrictions, signal coordination and bus turnouts.
- Major concern for Stanton and other affected cities is effect of "Super Streets" on business interests.
- 1985 study by Orange County Transportation Commission projected an increase on property values and business sales due to "Super Streets."
- No private right-of-way acquisitions planned along Beach Boulevard within Stanton.

2. Regional Access and Potential

- Extremely significant regional access and visibility.
- Two thoroughfares of regional significance—one a State Highway.
- Route of passage for thousands of commuters, tourists and residents.

3. Existing Circulation System

- 15 signalized intersections, nine of which contained by either Beach Boulevard or Katella Avenue.

- 6 signalized intersections at minimum level of urban design standards.
- One intersection—Beach and Katella—at unacceptable level of service "F" characterized by long queues of waiting vehicles at the p.m. peak hour.

4. Future Conditions Analysis

- Implementation of superstreet improvements along Beach Boulevard and Katella Avenue increase the capacity of these facilities.
- Most of the circulation system will be able to carry post-2010 volumes projected with buildout of General Plan.
- The volume to capacity ratio on Beach Boulevard will slightly exceed the LOS "E" threshold designated by the Congestion Management Program.
- Three intersections will operate at an unsatisfactory level of service if intersection capacity is not augmented.
- Addition of appropriate turn lanes will mitigate the unsatisfactory level of service conditions at two of the three intersections to an acceptable level of service.
- With mitigation, the PM condition at the intersection of Beach Boulevard and Katella Avenue will continue to operate at an unacceptable level of service.

B. STATEMENT OF ISSUES

1. What steps can the City take to best plan for the impacts of the Super Street Program on Beach Boulevard and Katella Avenue?

V. INFRASTRUCTURE & COMMUNITY SERVICES

2. How can the traffic flows along Beach Boulevard and Katella Avenue be improved without negatively affecting businesses within the City?
3. How can access from local neighborhoods to the major arterials be improved?
4. How can access from the major arterials to adjoining businesses be improved?

5. What measures can be taken to improve pedestrian safety along major arterials?
6. What should the City's position be regarding The Pacific Electric Corridor?

C. GOALS & STRATEGIES

The goals and strategies are as follows.

ISSUE 1: ARTERIALS/SUPER STREET CONCEPT		
Goal	Strategies	Actions
1. Improved business visibility and accessibility along Beach Boulevard and Katella Avenue. Intent: With a greater volume of traffic moving through Stanton, it is essential to ensure that access and visibility to Stanton's businesses and public facilities is not impaired. Developing a more integrated sign program, improving access and parking and encouraging lot assembly are strategies which can help make the Super Street program work for, not against, the City of Stanton.	1.1 Coordinate city planning of access to and from Beach Boulevard and Katella Avenue with Super Street planning agencies, including CalTrans and the Orange County Transportation Commission. 1.2 Coordinate city redevelopment activities with the proposed changes of the Super Street Program. 1.3 Establish incentives for lot consolidation and coordinated planning of adjacent parcels.	1.1 Design a sign program integrated with the Super Street Program including sign consolidation and directional signs. 1.2 Create a parking program along major arterials which increases capacity, reduces need for on-street parking, and minimizes disruption to existing commercial uses. 1.3 Develop a land use plan and parking program which most efficiently integrates with the impacts of the Super Street Program.
2. Integrate the Super Street Program into long-term strategic planning of City. Intent: The City is taking a proactive planning stance with regard to the Super Street program. With more traffic moving through Stanton more smoothly, the City must decide how to best integrate its land use planning efforts with the Super Street Program. The idea is to work with and take advantage of the changes in circulation.	2.1 Assess land use improvements and modifications to best integrate with the Super Street Program. These changes may include lot consolidation, coordinated planning of adjacent properties, and driveway consolidation.	2.1 Create a long range land use plan along Beach Boulevard and Katella Avenue which addresses the needs of businesses, residents, and commuters.

V. INFRASTRUCTURE & COMMUNITY SERVICES

ISSUE 2: PACIFIC ELECTRIC CORRIDOR

<i>Goal</i>	<i>Strategies</i>	<i>Actions</i>
1. Viable reuse of Pacific Electric Corridor. Intent: The City's desire is to improve this 100-foot wide linear strip which cuts across the City from the northwest to the southeast. Not only is the abandoned right-of-way a visual blight, it cuts through the heart of the City's commercial, residential and industrial areas. If the corridor is to be reused as a light rail right-of-way, then the City not only wants to ensure the safety and convenience of its citizens, but also to take advantage of opportunities within Stanton to serve as a regional mass transit center. If it is decided that rail is not practical within the corridor, then the City wishes to encourage better maintenance and reuse as a linear park and possible sites for leases such as nursery and horticultural interests.	1.1 Conduct preliminary planning for several alternative uses of the Pacific Electric Corridor, including use as a linear park, regional bike path and/or site for leases such as nursery or horticultural uses. By proactively planning and prioritizing, the City will better position itself in negotiations over reuse of the corridor. 1.2 Study the planning and development implications of a regional light rail stop in downtown Stanton. 1.3 Investigate the option of encouraging OCTD to lease parts of the right-of-way to nurseries and/or horticultural interests. 1.4 Designate transportation oriented opportunity areas in the land use plan.	1.1 Active participation in negotiations and planning between the Orange County Transportation Commission, Southern Pacific Railroad, and other interested agencies regarding a future rail system. 1.2 Complete a preliminary land use concept which ensures compatibility with a future rail system and which includes appropriate buffers from adjoining uses to ensure resident safety, proper landscaping and urban design consideration, and noise mitigation. 1.3 Investigate entering into a lease agreement with the Orange County Transit District (OCTD) to landscape, make improvements such as paved bike trails, and use the right-of-way as a linear park, west of Beach Boulevard.

V. INFRASTRUCTURE & COMMUNITY SERVICES

V-2 LINEAR FACILITIES/SERVICES

A. INTRODUCTION

Linear facilities and services—wastewater/sewage, water, stormwater/flood control, solid waste, electricity and gas—are the lifelines of a City. State guidelines prescribe that the General Plan contain "policies and plan proposals for the development, improvement, and timing of major sewer, water and drainage facilities," and standards for location of electrical facilities.

B. WASTEWATER (SEWAGE)

1. Existing Conditions

- City took over Stanton County Water District (which operated a portion of the City sewer system) and the Stanton portion of the Garden Grove Sanitation District.
- Stanton receives flows from 3,100 acres of tributary area.
- Directional flow north to south delivered to County District No. 3 facility.
- Contains 3 major trunk lines and one lift station.

2. Goals & Strategies

The goals and strategies are as follows.

ISSUE 1: WASTEWATER/SEWER FACILITIES		
Goal	Strategies	Actions
1. Adequate planning, construction, maintenance, and funding for wastewater collection and delivery systems to support land uses. Intent: To upgrade deficient systems and expand, where necessary, in the City's service area.	1.1 Monitor capacity of wastewater facilities to assure adequate service to meet future needs. 1.2 Provide for the improvement of wastewater/sewer collection and delivery where existing systems are deficient.	1.1 Implement a five-year Capital Improvement Program to upgrade and maintain the City's wastewater collection system. 1.2 Establish and maintain a record of the capacity of wastewater collection system and monitor impacts and demands of new development on system. 1.3 Conduct a near term field investigation to determine if construction of parallel or upgraded facilities is required. 1.4 Require development applicants to provide adequate facilities to support their project, and contribute fees toward system improvement.

C. WATER

1. Existing Conditions

- Provided by Southern California Water Company's West Orange County System (WOCS).
- Stanton, through WOCS, obtains water through wells and purchased water connections from the Metropolitan Water District (MWD).
- No recent changes in average daily water demand through wells and purchased water connections from the MWD.
- Deficient, undersized water mains to be replaced.
- New development projects assessed \$1,000 per residential unit or \$5,000 per non-residential acre for water provision facilities.

2. Goals & Strategies

The goals and strategies are as follows.

ISSUE 1: WATER SUPPLY		
Goal	Strategies	Actions
1. A water delivery system which adequately meets the present and future needs of the City of Stanton. Intent: Provide a system of water supply and transmission capable of meeting daily and peak demands, including fire flow requirements, to meet present and future water demands in a timely and cost effective manner.	1.1 The City will encourage water conservation practices.	1.1 Develop a program of public education to encourage water conservation practices. 1.2 Incorporate water conservation measures in day-to-day City operations such as xeriscaping (drought-resistant landscaping) and adopting water-efficiency standards for new development. 1.3 The City shall require development applicants to coordinate with the appropriate water providing agency to ensure adequate water provision.

V. INFRASTRUCTURE & COMMUNITY SERVICES

D. STORMWATER/FLOOD CONTROL

1. Existing Conditions

- Located within alluvial plains of Santa Ana River with extremely mild topographic relief.
- Recommended Master Drainage Plan (MDP) first established in 1971.
- 1990 study indicated a total estimated MDP cost of \$11,667,381.

- City within a Zone "X" flood hazard classification.
- Drainage flows northeast to southwest and is served by four regional facilities and a network of local drainage facilities.

2. Goals & Strategies

The goals and strategies are as follows.

ISSUE 1: STORMWATER/FLOOD CONTROL		
Goal	Strategies	Actions
1. A stormwater/flood control system which protects life and property from local flood hazards. To ensure the adequate planning, construction, maintenance, and funding for storm drain and flood control facilities; upgrading of deficient systems; and expanding system, where necessary, to protect development in the City. Intent: Ensure that adequate storm drain and flood control facilities are provided to protect life and property from local flood hazards.	1.1 Target construction and upgrading on most downstream areas with greatest drainage requirements and/or areas with greatest construction cost/drainage area impact. 1.2 Study possible financing methods and implementation of the Master Drainage Plan (MDP). 1.3 Review existing Master Drainage Plan, drainage studies and storm drain and street improvement plans.	1.1 Implement a continuous five-year Capital Improvement program to upgrade and maintain the City's Stormwater/Flood Control facilities. 1.2 Identify development constraints for future construction within the City as defined within provisions of the National Flood Insurance Program and requirements of local floodplain ordinances. 1.3 Perform 10-year design hydrology analysis for existing watersheds and the Master Drainage Plan. 1.4 Modify MDP by identifying the required remedial measures necessary to upgrade the existing storm drain conveyance system.

E. SOLID WASTE

1. Existing Conditions and Background

- City required to identify quantities of solid waste generated within its jurisdiction.
- Waste categories include paper, plastics, glass, metals, yard waste, other organics (e.g., food wastes), construction debris, and special wastes (e.g., ash, asbestos).
- CR&R proposing to construct a resource recovery facility on-site of existing solid waste transfer facility.

2. Requirements Under State Law

- The following priorities for waste management:
 - Source reduction;
 - Recycling and composting; and
 - Environmentally safe transformation and disposal.

- 25% diversion of solid waste by January 1, 1995 and 50% by January 1, 2000.
- Source Reduction and Recycling Element (SRRE) to be submitted to County by January 1, 1992.

3. Issue

How will the City of Stanton prepare an effective solid waste management plan in accordance with State law?

4. Goals and Strategies

The goals and strategies are as follows.

ISSUE 1: SOLID WASTE MANAGEMENT

Goal	Strategies	Actions
1. A source Reduction and Recycling Element which complies with State law and sets forth convenient and clearly defined steps for residential, commercial and industrial solid waste generators to follow. Intent: A solid waste management plan which uses all feasible source reduction, recycling and composting options.	1.1 Incorporate the required components into the Source Reduction and Recycling Element: waste characterization; education and public information; funding; facility capacity; and household hazardous waste. 1.2 Prepare and implement the Source Reduction and Recycling Element. 1.3 Investigate funding sources for implementing solid waste management plan.	1.1 Provide implementation schedules for City Source Reduction and Recycling Element (SRRE). 1.2 Distribute information bulletin about solid waste management plan to residents, businesses and industries.

V-3 PUBLIC FACILITIES

A. INTRODUCTION

It is through the provision of public services that Stanton can best improve the quality of life of its residents. The City of Stanton seeks to develop and maintain high service standards for its parks and recreation system, civic center and public schools.

B. PARKS & RECREATION

1. Background Information

- Four small parks, as well as municipal tennis courts, a sports facility, neighborhood center and Recreation/Cultural Center.
- Very deficient park acreage: .9 acres per 1,000 residents compared to recommended standards of 3 to 5 acres.
- No new park acreage added since 1972 Conservation Element.
- Cities required to have recreation-related standards in General Plan to exact park dedication fees for new development.

- City currently does not collect park monies since its previous Parks and Recreation Element does not comply with State law.

2. Issues

- What park standards are appropriate for Stanton?
- How can more parks be built given the lack of vacant land in Stanton?
- What is the best way to collect park dedication fees—as part of a comprehensive development impact ordinance or through park in-lieu fees through the Subdivision Map Act?

3. Goals and Strategies

The goals and strategies are as follows.

V. INFRASTRUCTURE & COMMUNITY SERVICES

ISSUE 1: PARK STANDARDS		
Goal	Strategies	Actions
1. The maximum feasible park acreage and recreational opportunities within the City of Stanton. 2. A system of parks easily accessible to residents: neighborhood parks within 5 minutes walking time and community parks within 3 to 5 minutes driving time. Intent: Given very little vacant land and limited fiscal resources, the City of Stanton must develop a park acquisition trust fund and seize opportunities to expand park acreage when they occur. Although it will be difficult to achieve the goal of 3 acres of parks per 1,000 residents in the short run, only a comprehensive, long-range strategy for an expanded parks system is acceptable.	1.1 Consider the feasibility of expanding park acreage by any of the following measures: neighborhood "pocket parks", utilizing existing vacant land, and land condemnation. 1.2 Maintain the City's inventory of public parks and open space in proper condition and provide needed improvements to facilities and programs. 1.3 Continue to expand a recreation program designed for residents of all ages. 1.4 Design multi-purpose recreational facilities and, wherever possible, encourage use of schools and the Civic Center for community recreation needs. 1.5 Condition approval, where feasible, of large-scale residential projects for the provision of on-site recreational facilities.	1.1 Amend park fee dedication standards to conform to State guidelines of 3 acres per 1,000 residents. 1.2 Select candidate park sites or criteria for their selection. 1.3 Create a park acquisition trust fund from park dedication fees, state grants and other sources. 1.4 Adopt by ordinance a development impact fee program which includes park dedication or in-lieu fees.

V. INFRASTRUCTURE & COMMUNITY SERVICES

C. EDUCATION

1. Background

- Four school districts within Stanton: Anaheim Union High School; Garden Grove Unified, Magnolia Unified and Savannah Elementary.
- Anaheim Union and Garden Grove can serve students in the near future without new school construction.
- Magnolia District will need additional space.

2. Issues

- How can existing schools accommodate increased enrollment without the use of portable or temporary classrooms?

- How can the City of Stanton assist the various school districts within its borders in providing high quality educational opportunities for all the community's youth?

3. Goals & Strategies

The goals and strategies are as follows.

ISSUE 1: EDUCATION		
Goal	Strategies	Actions
1. A beneficial dialogue and joint planning between the City and the school districts towards resolving issues of mutual concern. Intent: Schools do not function in a vacuum and students, residents, the City and the business community benefit from regular contact. Schools can do their jobs better if the City helps establish recreation and community-service programs for Stanton students.	1.1 Continue efforts to cooperatively resolve service demands for educational facilities. 1.2 Initiate cooperative planning for use of selected school facilities for community recreation needs. 1.3 Encourage school districts' input regarding development proposals that would increase enrollment.	1.1 Initiate City/school district programs related to issues of mutual interest: parks and recreation programs; City/school outreach and speakers programs; student safety; crime and gang suppression; and facility use.

D. CIVIC CENTER

1. Background

- Civic Center site centrally located on southwest corner of Beach Boulevard and Katella Avenue.
- City Hall forced to move and lease property on Savannah School District site due to limited space.
- Existing Cultural Arts and Recreation Center needs twice the current 7,500 square feet for recreation programs.
- Civic Center project consists of 24 acres—16 legal lots and a dedicated street.

2. Civic Center Complex

- Existing Uses
 - Suncrest Hospital of Orange County
 - Orange County Library
 - Boys' and Girls' Club
 - Orange County Sheriff's Station

- Proposed Uses
 - New City Hall
 - Cultural Arts & Recreation Center
 - 335-Unit Senior Apartment Complex
 - Commercial Center
 - Condominiums

3. Issue Statement

- How can Stanton develop a Civic Center which serves as a focal point for the community, is integrated with supporting uses, and provides adequate facilities for the City's present and future needs?

4. Goals & Strategies

The goals and strategies are as follows.

V. INFRASTRUCTURE & COMMUNITY SERVICES

ISSUE 3: CIVIC CENTER		
Goal	Strategies	Actions
1. An easily accessible and aesthetically pleasing Civic Center which serves as a focal point for the community and meets a variety of civic, recreational, and social needs. Intent: Stanton's new Civic Center complex uses the same excellent location as the former City Hall, but will contain enlarged and diversified facilities that are to be integrated with adjoining commercial and housing development.	1.1 Design a Civic Center complex that enlarges facilities, improves visibility and increases accessibility for employees and visitors. 1.2 Create a design and tenant mix which encourages pedestrian activity.	1.1 Approve a site plan and design which creates an accessible, highly visible and aesthetically pleasing Civic Center complex. 1.2 Approve a sign program and circulation plan which enhances visibility and creates outdoor public meeting area near the City Hall.
2. A City Hall and Cultural Arts and Recreation Area that is well-integrated into adjoining commercial and housing uses. Intent: Stanton's Civic Center is not meant to become an isolated island of public buildings but rather an integrated complex which contains a mix of uses which reinforce one another and encourage pedestrian activity.	2.1 Use the Planned Development Zone to develop a master plan for the entire Civic Center Complex. 2.2 Ensure that the design of private services supporting commercial uses and other on-site public and private services is carefully blended with that of the City Hall and Cultural Arts and Recreation Building. 2.3 Provide adequate funding for site planning, design and construction of City Hall.	2.1 Adopt a master plan for the Civic Center complex which integrates civic, commercial and housing uses. 2.2 Use secondary zoning classifications within the Planned Development Zone to ensure adequate site plan review. 2.3 Adopt a development phasing program to ensure that planning and construction occurs in a coordinated fashion.

VI. COMMUNITY HEALTH & SAFETY

A. INTRODUCTION

Stanton's General Plan is required to address the health and well-being of its residents. This Section considers the safety of Stanton's residents from the perspective of noise, hazardous waste, police and fire protection. Air quality, also an important dimension of health, is addressed in Chapter VII because of its substantial regional orientation.

B. NOISE

1. Background

- Uses sensitive to noise include residential, schools, libraries, hospitals, convalescent homes and recreational receptors.
- Noise sources within the City are related to motor vehicles on the master planned circulation system and industrial sources.
- The City has an adopted Noise Ordinance in the Municipal Code.

2. Issues

- How can transportation-related noise associated with roadway projects, and in particular the Super Street Program, be mitigated?
- How can the City ensure that residents, employees and visitors in Stanton are protected from excessive noise?
- How will the City prepare for noise generated by future mass transit through Stanton and higher noise levels overall?

3. Goals and Strategies

The goals and strategies are as follows.

ISSUE 1: NOISE		
Goal	Strategy	Action
1. To protect existing receptors adjacent to primary arterials by requiring mitigation for any increase in transportation noise associated with roadway projects. Intent: With greater traffic volumes at improved flow associated with transportation improvement projects including the Super Street Program, adequate planning measures to reduce noise impacts need to be taken.	1.1 Coordinate with the Orange County Transportation Commission and the County of Orange to implement noise mitigating measures associated with the Super Street Program. 1.2 Require that transportation noise impacts associated with projects in the City be mitigated to a level of insignificance. 1.3 Analyze transportation-related noise levels periodically in critical areas of the City and throughout the City with every General Plan Update to establish ambient noise levels for planning purposes. 1.4 Buffer residential, institutional, educational and recreational areas from transportation generated noise.	1.1 Develop a program for developer contributions to fund noise attenuating improvements adjacent to arterial roadways where noise impacts exist at sensitive receptor locations. 1.2 Develop a program to install landscaped berm/barrier combinations or other noise mitigation along major arterials in Stanton. 1.3 Establish acceptable noise standards for all areas of the City and require projects to address noise impacts in terms of these standards. 1.4 Develop truck routes away from residential neighborhoods and other sensitive receptor locations.

VI. COMMUNITY HEALTH & SAFETY

ISSUE 1: NOISE		
Goal	Strategy	Action
2. Location of sensitive land uses in noise compatible environments. Intent: To minimize excessive noise levels emanating between property lines. Special concern is for noise spill-overs from commercial and industrial uses into adjoining residential neighborhoods.	2.1 Ensure that construction of buildings meets the sound insulation requirements provided in the Uniform Building Code. 2.2 Adopt measures which alter, prohibit or mitigate noise generating uses, such as truck deliveries, parking, or use of loud equipment, which occur near residential neighborhoods and other sensitive receptors.	2.1 Provide effective enforcement of City, State and Federal noise standards by all appropriate City divisions. 2.2 Ensure that the Circulation and Land Use Elements of the General Plan and the Zoning Code fully integrate the policies adopted in this Noise Element. 2.3 Include in the City Noise Ordinance the permissible hours of the day and days of the week that construction operations can occur. 2.4 Monitor noise levels adjacent to noise generating facilities to ensure compliance with the Noise Ordinance. 2.5 Prohibit development of noise sensitive uses adjacent to areas which contain or are planned for uses with the potential to generate sound above the relevant noise standards. 2.6 Employ effective noise abatement techniques through building code, noise ordinance, subdivision regulations, development approval process and zoning ordinance. 2.7 Encourage lot layouts in new developments that consider acoustical designs.
3. Preparedness for managing noise issues so as to avoid higher future noise levels. Intent: Since the City is located within a highly urbanized environment, noise impacts the daily lives of people who live, work and visit Stanton. In addition, noise will naturally increase throughout the City, and in particular, in areas adjacent to future transit ways.	3.1 Assign at least one employee the responsibility of becoming knowledgeable about noise and noise control. 3.2 Maintain liaison with transportation agencies such as Caltrans, OCTC and the SPTC railroad regarding the reduction of noise from future facilities or transportation improvements. 3.3 Review City projects and expenditures for their potential to create noise impacts.	3.1 Revise the job description of one City employee to include responsibility for noise planning issues. 3.2 Consult the City noise employee on issues where sound effects of a project or plan need to be considered. 3.3 The design and location of transportation facilities or improvements will be analyzed by the City and recommended measures will be provided in the response to the Notice of Preparation and/or the Draft Environmental Impact Report. 3.4 Consider noise control requirements for all new motor vehicle or construction equipment purchases. 3.5 Provide quick response to noise complaints and rapid abatement of noise nuisances within the scope of the City Police enforcement powers.

C. HAZARDS

1. Background

- County currently updating its 1987 "Emergency Basic Plan" to produce a Multi-Hazard Functional Plan.
- Stanton a member of Orange County Emergency Management Organization.
- 1990 Survey of housing located no unreinforced masonry buildings.

2. Issues

- How quickly and efficiently can Stanton mobilize to address hazards?
- What roles and responsibilities do the various City Departments have in case of emergency?

3. Goals and Strategies

The goals and strategies are as follows.

VI. COMMUNITY HEALTH & SAFETY

ISSUE 1: HAZARDS		
Goal	Strategy	Action
1. A City Emergency Preparedness Program which effectively delegates and defines the roles and responsibilities of City Departments. Intent: An easy-to-follow, efficient emergency plan is necessary to do everything possible to reduce levels of death, injury, and property damage resulting from major hazards or disasters, such as earthquakes, liquefaction, dam failure, severance of gas/petroleum lines.	1.1 Contact the County if City resources are not sufficient to deal with hazards. 1.2 Incorporate the following three emphases into Emergency Preparedness Program: hazard mitigation, disaster response, and self-sufficiency and mutual support of residents, business and industry. 1.3 Maintain the City's Emergency Plan and update on a regular basis. 1.4 Enhance emergency preparedness through community education and self-help programs.	1.1 Adopt a program of regular training and exercise for disaster response. 1.2 Participate proactively in Orange County cities' Emergency Management Organization. 1.3 Determine headquarters for Disaster Response and Emergency Center in City.
2. Effective planning and response of emergency services in case of earthquake. Intent: Clearly established procedures for protecting occupants, disseminating information, and incorporating seismic safety into the planning process.	2.1 Collection and utilization of relevant information on fault location. 2.2 Incorporate revisions of state standards for structural safety.	2.1 Prepare a comprehensive Citywide geologic hazards map, including liquefaction potential. 2.2 Conduct a building survey every 5 years for the purpose of seismic upgrading. 2.3 Enhance earthquake response preparedness through periodic exercises, community education and self-help programs.

D. HOUSEHOLD HAZARDOUS WASTE

1. Background

- Recent legislation at the State and local levels requires cities to collect household hazardous waste.
- The CR&R solid waste transfer station in Stanton is one of six designated County receptor sites for household hazardous waste.
- Orange County Fire Department manages the Countywide program to collect and dispose of household hazardous waste.
- Hazardous waste generated by commercial and industrial uses is regulated by State and federal laws.
- Existing CR&R site is a Class II solid waste transfer station which does not accept hazardous materials.

2. Issue

- How will the City of Stanton implement a safe and effective household hazardous waste management plan?

3. Goals and Strategies

The goals and strategies are as follows.

ISSUE 1: HOUSEHOLD HAZARDOUS WASTE		
Goal	Strategy	Action
1. A safe and effective program for the collection and disposal of household hazardous waste. Intent: The thrust of this goal is to reduce the per capita level of hazardous wastes generated, stored, and disposed of by Stanton residents.	1.1 Coordinate with the Orange County Hazardous Materials Program on the planning and implementation of this plan. 1.2 Provide that the transfer station be set up in accordance with State Department of Health Services requirements.	1.1 Develop public information and education programs to include brochures for school children; mailers to residents; videos (with grant money) suitable for cable television; and press releases. 1.2 Assist in preparation of a list of household and small generators to verify the status of users of the program. 1.3 Establish a series of latex paint collection days and toxic/recycle disposal days. 1.4 Arrange with licensed hazardous waste haulers to transport waste for recycling, treatment, and disposal to state permitted facilities. 1.5 Accept items for recycling such as used oil and batteries and accept, segregate, package, and label waste by properly trained staff.

VI. COMMUNITY HEALTH & SAFETY

ISSUE 1: HOUSEHOLD HAZARDOUS WASTE		
<i>Goal</i>	<i>Strategy</i>	<i>Action</i>
2. Develop a program to address the hazardous waste management needs of small quantity commercial generators.	2.1 Develop and distribute questionnaires to small quantity generators to estimate types, location and volumes of waste generated, current disposal practices, and frequency of collection.	2.1 Provide informational brochures and sponsor workshops identifying regulations, alternatives to disposal, and available services.
3. An economical and environmentally sound household hazardous waste program for residents and, if feasible, creation of a small quantity hazardous waste collection system for the business sector in Stanton and other participating cities.	3.1 Coordinate planning for feasibility of permanent collection site with Orange County Hazardous Materials Program.	3.1 Develop a plan to establish the CR&R transfer station as a permanent collection site based on annual volume of hazardous waste generated.
4. Source reduction and use of alternatives to toxics by residents, commerce and industry.	4.1 Review City ordinances and regulations and revise as needed.	4.1 Develop and disseminate information and educational material for ultimate source reduction.

E. SHERIFF AND FIRE PROTECTION

1. Background

- Orange County Sheriff's Department and Fire Department provides services to Stanton on contractual basis.
- Both Sheriff's Department and Fire Department offer prevention programs and consultation at no direct charge.
- Sheriff's Department encourages Neighborhood Watch Programs in residential areas.

2. Issues

- What can the City of Stanton do to reduce crime and fire hazards?

3. Goals and Strategies

The goals and strategies are as follows.

ISSUE 1: SHERIFF AND FIRE PROTECTION		
Goal	Strategy	Action
1. Protect the residents and property of Stanton from criminal activity and deter the incidence of crime in the area. Intent: Reduce the incidence of crime through combined efforts of City, County and residents, and enhance the perception of safety in all areas of the City.	1.1 Evaluate the relationship between land use regulations and incidence of crime. 1.2 Ensure coordination between all City departments and with Sheriff's Department on crime prevention efforts. 1.3 Support safety awareness outreach efforts of the Sheriff's Department to residents and businesses. 1.4 Establish a design review process for the Sheriff's Department to review residential, commercial and industrial project requirements.	1.1 Promote an acceptable level of service response time to calls for robbery, rape, aggravated assault and burglary. 1.2 Sponsor an annual crime prevention week in Stanton involving a partnership between the City, community groups and the Sheriff's Department. 1.3 Support the Neighborhood Watch Program by encouraging participation in mutual assistance, training and crime prevention techniques among residents. 1.4 Provide adequate funding for a comprehensive after-school recreation program which provides sports and educational activities for young people. 1.5 Require the provision of security measures and lighting in order to increase visibility and security in the design of buildings and siting.
2. Protect the residents and property of Stanton from the hazards of fire.	2.1 Require that all buildings adhere to fire safety codes. 2.2 Assure that adequate facilities and fire service personnel are maintained by the County to provide service at acceptable levels.	2.1 Incorporate into Building Codes pertinent fire hazard mitigation provisions. 2.2 Establish a program whereby new projects are assessed a pro rata fee to ensure adequate fire protection service to that development.

VI. COMMUNITY HEALTH & SAFETY

VII. REGIONAL COORDINATION

A. INTRODUCTION

No city is an island. The City of Stanton, located in one of the country's largest metropolitan areas, is responsible for addressing regional issues and coordinating its planning with local, county and regional bodies.

B. OVERVIEW OF REGIONAL CONSIDERATIONS

- Within South Coast Air Quality Management District (AQMD).
- Affected by two routes in County "Super Street" program.
- Required to respond to County's Congestion Management Program (CMP) and Growth Management Plan (GMP).
- No existing rail connections although abandoned Pacific Electric Corridor passes diagonally through City.

C. AIR QUALITY

1. Background

- The City of Stanton is located in the South Coast Air Basin which currently does not attain the state and federal standards for ozone, particulates, carbon monoxide and nitrogen dioxide.
- The 1989 Air Quality Management Plan and 1991 update (AQMP) requires that local governments take actions to implement air pollution control measures and suggests establishment of supporting policies.
- The County of Orange and cities in the County are now conducting cooperative strategies to implement the 1989 and 1991 updated AQMP's.

- Non-compliance with the AQMP could eventually result in some level of pre-emption by the South Coast Air Quality Management District or other levels of government.
- Stanton elects to strive for reasonable progress in implementing local government responsibilities discussed in the Air Quality Management Plan.

2. Issues

- How should the City of Stanton address the implementation requirements of the Air Quality Management Plan?
- Which Control Measures would minimize emissions most efficiently in Stanton?
- How can these Control Measures be most effectively implemented?

3. Goals and Strategies

The goals and strategies are as follows.

VII. REGIONAL COORDINATION

ISSUE 1: AIR QUALITY PLANNING		
Goal	Strategy	Action
1. Improved air quality in the South Coast Air Basin in support of the South Coast Air Quality Management Plan Intent: The City recognizes that air quality must be improved. Stanton is a very small part of the urban complex that accounts for the serious pollutant levels within the South Coast Air Basin. Improved air quality requires a coordinated approach between local governments and between local/regional agencies. The City will achieve as much as it can to reduce emissions levels, given the land use, transportation and economic constraints under which it must operate. This will be accomplished through its policy and regulatory powers to implement workable measures which address air quality impacts of both existing and proposed development.	1.1 Participate with the County and other cities in Orange County to coordinate air quality implementation on a countywide basis. 1.2 Stimulate mixed uses in key opportunity areas to contribute to reduced vehicle trips. 1.3 Develop a package of measures which will achieve maximum reduction in vehicle trips and vehicle miles traveled that is practical in light of the high percentage of City build-out. 1.4 Cooperate with Orange County jurisdictions in establishing parking management, auto free zones, and growth management mechanisms which clearly bring cost effective emissions reductions. 1.5 Seek greater efficiency in the City's transportation system through the superstreet program, OCTA light rail program and bus system.	1.1 Review control measures in the AQMP which would work best for the City of Stanton. 1.2 Revise the zoning code to allow for mixed uses in selected areas. 1.3 Conduct an analysis of parking supply and needs in the City to enable an assessment of the most cost effective parking management actions. 1.4 Review the City's Growth Management Component for possible expansion to cover additional air quality considerations upon conclusion of the Countywide Air Quality Implementation Program. 1.5 Participate in the Beach Boulevard and Katella Avenue Superstreet Program. Seek a rail transit station location in opportunity area B-1. Require bus turnouts in new development as appropriate along designated bus routes.
2. The City of Stanton as an example of workable local air quality commitment. Intent: The City has the opportunity to provide leadership in reducing employee-related air pollutant emissions. City programs to reduce vehicle-miles-traveled, vehicle trips, solid waste, and energy consumption could place City government as a role model for the rest of the community. This is the thrust of the City's policy.	2.1 Continue recycling of glass, aluminum and paper products utilized in City facilities. 2.2 Include energy conservation actions in City operations. 2.3 Design means of reducing vehicle-miles-traveled by City employees as an integral part of the new Civic Center Complex.	2.1 Operate a recycling program for City facilities to reduce solid waste generation. 2.2 Require energy efficient design in public facilities. 2.3 Analyze vehicle trips generated by City employees and implement the most cost effective means of reducing trips and vehicle miles of travel.
3. Reduced air pollutant emissions associated with development projects. Intent: New developments have the opportunity to incorporate pollutant reduction measures into project design. By conditioning projects to address air quality measures, the City can contribute to future pollutant reduction targets at reasonable economic costs.	3.1 Integrate Air quality considerations into the City's land use regulatory system and project application and filing instructions. 3.2 Provide incentives for mixed use projects and exceptional design features contributing to emissions reduction. 3.3 Give visibility and acknowledgement to projects which reflect sound air quality improvement features.	3.1 Review and revise the City's zoning regulations, related ordinances and application forms to incorporate air quality related measures based on conclusions from the Countywide air quality implementation program. 3.2 Develop of system of incentives for responsiveness to air quality measures. 3.3 Include a specific section in all project staff reports for air quality responsiveness.

D. CONGESTION MANAGEMENT

1. Background

- CMP required in every County with 50,000 people or more.
- Must be in compliance with County's CMP.
- Increased funding for state highways and other designated CMP highways, rails, traffic system management, and inter-regional roads.
- Beach Boulevard and Katella Avenue are dominant CMP routes serving Stanton.

2. Issue

How can the City of Stanton best position itself to comply with and take advantage of the Congestion Management Plan and its increased funding?

3. Goals and Strategies

The goals and strategies are as follows.

ISSUE 2: CONGESTION MANAGEMENT		
Goal	Strategies	Actions
1. Active coordination with the Congestion Management Agency to achieve transportation improvements consistent with land use planning. Intent: Containing two arterials of regional significance and a potential rail corridor, the City of Stanton intends to plan proactively for the transportation improvements and increased funding of the plan.	1.1 Maintain up-to-date inventory of existing transportation conditions. 1.2 Establish efforts to reduce congestion in concert with air quality strategies. 1.3 Incorporate congestion management-funded improvements in the City's Capital Improvement Program budgeting. 1.4 Complete preliminary land use planning for a commuter rail stop in downtown Stanton. 1.5 Adapt the optional TIA standardization method to Stanton's needs.	1.1 Implement Congestion Management Plan requirements in land use and transportation planning. 1.2 Enforce existing Transportation Demand Management Ordinance 1.3 Incorporate any Congestion Management Plan guidelines into project approval process. 1.4 Explore funding and planning commitments for reinstituting a rail line on the Pacific Electric Corridor with responsible agencies. 1.5 Incorporate CMP related analysis into the City's development review process.

E. GROWTH MANAGEMENT

1. Background

- Measure M was passed in November 1990 and requires each city to have a growth management element.¹
- Provides significant transportation improvement financial assistance of importance to Stanton.
- Growth management areas for administration of the program are now established.
- For Measure M purposes, Stanton declares itself to be a "developed" City.

2. Issue

- How can the City of Stanton best position itself to comply with the growth management plan and benefit from funding as it becomes available?

3. Goals and Strategies

The goals and strategies are as follows.

ISSUE 3: GROWTH MANAGEMENT PLAN		
Goal	Strategies	Actions
1. A growth management plan which operates to the advantage of Stanton and works at the Countywide level as well. Intent: The City hopes to achieve a cooperative partnership with other agencies within the County to make Measure M work in contributing to the critical fiscal balance needed by the City. More specifically, the intent is to ensure that additional growth and development is supported by an adequate circulation system which performs at the established traffic level of service policy achieved through the applicable comprehensive phasing program, pursuant to the Orange County Division, California League of Cities "Countywide Traffic Improvement and Growth Management Plan Component." This entails continued participation in the county-wide Growth Management Program.	1.1 Participate in defining the growth management plan and its implementation. 1.2 Identify and promote Measure "M" priorities of interest to the City of Stanton. 1.3 Cooperate with nearby cities which share mutual interests and priorities. 1.4 To the maximum extent possible, integrate requirements to satisfy the Air Quality Management Plan, Congestion Management Program and Measure M Growth Management Plan into a single set of development provisions. 1.5 Require completion of improvements to mitigate impacts of development projects on arterial highway intersections to attain LOS "D", except for Beach Boulevard and Katella Avenue (LOS "F"). This is to be done within three years of the first project building permit or five years of the first grading permit, whichever occurs first. 1.6 Require a fee negotiated by impacted jurisdictions in any case where 10% or more of the traffic using an intersection is generated by a project or where it contributes measurably to a Deficient Intersection. 1.7 The stated requirements may be adjusted if required by unusual circumstances (such as during highway improvement construction). 1.8 Require all new development to pay its share of the costs associated with that project, including regional traffic mitigation. 1.9 Avoid using new Measure M sales tax revenues to replace private developer funding which has been committed for any project. 1.10 Impose a traffic impact mitigation fee in cooperation with the applicable Inter-jurisdictional Planning Forum, where a minimum fee level will be determined. 1.11 Phase development according to a Comprehensive Phasing Program to be adopted by the City, which Plan shall assure that both phased and build-out development can be supported by implementation of the planned roadway system.	1.1 Participate in shaping and maintaining workability of the Growth Management Areas, including determination of minimally acceptable impact fees and related credits for Stanton if its fee structure exceeds the minimum. 1.2 Prepare a priority list of project descriptions from the City's standpoint and promote these priorities with the County of Orange, the Regional Advisory and Planning Council, and Orange County Transportation Authority. 1.3 Evaluate vehicle trip and vehicle miles traveled reduction potential as a priority consideration in the Zoning Code Revision. 1.4 Establish the necessary coordination with the Orange County Transportation Authority to be able to use its "Traffic Level of Service Policy Implementation Manual" for level of service (LOS) determination. 1.5 Within 12 months of adoption of this Chapter, establish a Development Mitigation Program to ensure that new development pays its share of the costs of its roadway impact mitigation. Pro-rata participation shall be required of all new development, unless a higher level is separately negotiated. Include a requirement that subsequent, legally valid Traffic Improvement/Public Facilities Development Agreements for financing and implementation shall be consistent with this Chapter and its implementing ordinances, plans and programs. 1.6 Within 12 months of adoption of this Chapter, establish a Comprehensive Phasing Plan which ensures that roadways are added as development proceeds so they are in balance with demand. 1.7 Within 18 months of adoption of this Chapter, establish a Performance Monitoring Program to: 1) evaluate compliance with approved development phasing allocations; 2) ensure that improvements to road facilities are actually provided; 3) achieve project deferral until compliance is achieved if improvements are not provided; 4) evaluate the maintenance of transportation facilities service levels through an annual traffic report based on data no more than three months old; and 5) initiate corrective action if service level deficiencies are indicated. 1.8 Incorporate in the Fiscal Year 1991-1992 and subsequent Implementation Programs any measures deemed necessary to further the Goals and Strategies of this Chapter, including: 1) a Plan for participation in the Interjurisdictional Planning Forums; 2) Plans for a seven year capital improvement program; 3) Discussion of housing and employment opportunities and options for improved land use relationships; and 4) Adoption of a TSM Ordinance.

¹ Note: the definitions on this portion of the Regional Coordination Chapter are as stated in the current edition of the "Countywide Growth Management Program Implementation Manual."

VII. REGIONAL COORDINATION

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A. INTRODUCTION

This section of the Stanton General Plan is an overview of the Plan's implementation program, consistency aspects and its relationship with other adopted plans. It is primarily oriented to: 1) identifying if a proposed development project meets the City's goals and 2) making the Plan as action orientated as possible.

The discussion on implementation explains what "tools" are available to implement the General Plan, and identifies programs and actions to keep the General Plan a useful and current document for the City. Implementation of the Plan is achieved by various methods the City has at its disposal through state and local law. The most commonly used is the City's Zoning Code.

Consistency focuses on how the General Plan is used to evaluate both public and private development and improvement projects. State law mandates consistency between a local jurisdiction's General Plan and its zoning, subdivision, capital improvement programs and other development regulations and land use decisions.

B. LAND USE IMPLEMENTATION

1. Revise the Zoning Code

The principal method by which a city implements General Plan land use policy is the zoning code. Policies and standards which describe the types of uses permitted, their density/intensity, and development characteristics (design, property setbacks, etc.) are codified as precise requirements in the ordinance. The authority to zone is inherent in the

police power delegated to cities by the California Constitution. The zoning code consists of two basic elements: a map which delineates the boundaries of districts in which like uses developed at similar standards are to be permitted and; text which explains the purpose of the zoning district, lists the permitted uses and those permitted under special conditions, and defines the standards for development (e.g. minimum lot size, density, height, setbacks, lot coverage, parking requirements, etc.).

On adoption of the revised General Plan, it is recommended that the Stanton Zoning Code be modified to be consistent with the Plan's strategies and standards. The following actions will be required:

- a. The zoning map will require revision to reflect the land use policy map. A critical aspect of this Action and Action No. Two is the treatment of existing non-conforming uses in Opportunity Areas. The intent of the General Plan is to make improvement possible over the long run and accomplish change at the initiative of the property owner(s). Thus, designations on the Zoning Map and associated language in the Zoning Code must make it clear that transition of uses is expected over a long period of time and shall not occur to the disadvantage of current property owners. Reconciliation of this matter should have the highest priority among Plan Implementation actions.

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- b. Existing zoning classifications will require revisions to reflect the General Plan's land use categories and Special Opportunity Areas.
- c. Development standards for each land use district will require revision to reflect the strategies and standards contained in the Plan. Generally, these include:
 - Establishment of maximum floor area ratios (FAR's) to control development intensity of commercial and industrial sites.
 - Review and reconciliation of permitted residential densities and lot areas.
 - Establishment of maximum and minimum limits for the size of residential units. This will require particular attention in the home/industry and second unit provisions within single family areas.
 - Review and revision of building height limitations.
 - Review and reconciliation of property setbacks for land use compatibility, particularly where non-residential uses abut residential areas.
 - Review and establishment of requirements for buffers between differing uses.
 - Revision of landscape, fencing and screening requirements, and parking design standards.
- Establishment of standards to enhance the pedestrian character of streets in the Civic Center, Commercial Intensification, Mixed-Use and Theme Commercial Opportunity Areas, including: the types of use, architectural design, and siting of structures at the ground level.
- Establishment of architectural design standards for all uses.
- Upgrade of design and development standards for medium density, high density and the Medium Density Opportunity Area residential uses.
- d. Review standards and requirements for bonus densities for senior citizen and congregate care. A bonus density agreement will be developed and extended to developers willing to construct housing affordable to low and moderate income households.
- e. Specific standards and requirements for a new Planned Development Zone will be required to establish use, site design, and architectural design for selected geographic areas in which unique functional activities, physical character or revitalization potential are intended. These normally will be in addition to the underlying standards established for each land use zone. Opportunity Areas for which the specific standards of the PD Zone may be considered include:

- Kermore Lane Sphere of Influence Area (Medium Density Opportunity Area)
- Lexington Drive (Medium Density Opportunity Area)
- Stanton Townsite Residential East and West (Medium Density Opportunity Area)
- Starr Street (Medium Density Opportunity Area)
- Old Stanton East and West (Home Industry Opportunity Area)
- Katella/Knott (Mixed Use Opportunity Area)
- Magnolia/Cerritos (Mixed Use Opportunity Area)
- Pick-Your-Part Site (Mixed Use Opportunity Area)
- Orco Block (Mixed Use Opportunity Area)

Note: An alternative method for the more challenging development areas may be a specific plan.

- f. Requirements need to be reviewed and upgraded, as necessary, for development to link to and provide public infrastructure, including sidewalks, street frontage landscape, street improvements, electricity, natural gas, storm drainage, sewer and water.
- g. Procedures, standards, and requirements shall be established for the consideration of non-residential development projects which are judged to significantly benefit the City and differ from the provisions of the zoning code regarding intensity and/or design.
- h. Include a covenant in the zoning code to ensure that division of assembled land does not occur.

2. Subdivision Regulations

Subdivision regulation is an exercise of the police power of a city authorized by the State to control the manner in which land is divided. Like the zoning code, it must be consistent with the General Plan. It will be necessary to review the City's subdivision ordinance and amend it as necessary to reflect the land use goals, strategies and action items. Specific areas requiring attention include the range of lot sizes permitted for each residential classification and the lot consolidation incentives for the Medium Density Opportunity Areas, site development standards, responsibility for linkage to and provision of public infrastructure, and dedication of land or in-lieu fees for park lands and schools.

3. Building Code

The Building Code serves as the set of rules and regulations by which new construction, adaptive reuse, and renovation shall occur. The Code is to be updated, as necessary, to reflect pertinent changes in the UBC and State legislation. At least once every 5 years, the City needs to review the Code and update it as necessary to reflect conditions that are unique to the City.

4. Code Enforcement

Codes and ordinances of the City of Stanton which implement the Land Use Element shall be enforced. In most cases this has been achieved by City staff responses to specific complaints. If a problem has been found upon

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investigation, a demand for compliance has been issued. It is recommended that additional actions be initiated as part of the code enforcement program to periodically survey land use and building conditions and, where problems are found, code compliance be required.

5. Specific Plans/Master Plans

State law authorizes cities to adopt specific plans for implementing their general plans in designated areas. They are intended to provide more finite specification of the types of uses to be permitted, development standards, circulation and infrastructure improvements, and design/architectural guidelines. They are often used to ensure that multiple property owners and developers adhere to a common development plan.

Specific Plans/Master Plans are initiated by the City or developers of large scale projects. Costs for City initiated specific plans or master plans are usually reimbursed by pro-rata assignment of fees to developers applying for development permits in the Specific Plan project. To implement the land use policy, it is recommended that specific plans/master plans be considered for the following applications:

- a. Provide a mechanism for large scale multiple parcel development projects within the uses, densities and heights prescribed by land use policy, whose objective is to achieve a special purpose or character. Such may include:

- Industrial Park Opportunity Area
- The "Theme" Commercial Opportunity Area
- The Commercial Intensification Opportunity Area
- The Civic Center

- b. Provide a mechanism for the consideration of variation from the baseline permitted uses, densities/intensities, and development standards for uses considered of substantial benefit to the City.
- c. Provide a mechanism for the consolidation of adjoining commercial, industrial and residential designated parcels into a single site to achieve a unified development project in each opportunity area.

6. Development Review

New development and enlargement/renovation of existing structures, except single family residences, are subject to review according to their adherence with City standards and regulations and General Plan policy prior to issuance of a Development Permit. Certain projects, consistent with zoning, are subject to the approval of the City Planner; while others must receive conditional use permits or variances and are subject to review of the Planning Commission and formal public hearings. In revising the implementing zoning ordinance for this Plan, the City should re-evaluate these

regulations for their adequacy in providing effective public review and comment on proposed development projects.

As part of this effort, it will be important to devise a simple standard section for inclusion in Project Staff Reports regarding General Plan Consistency. This will enable staff to arrive quickly at a conclusion regarding consistency and serve to keep the General Plan prominent in the decision making process.

7. Design Review Ordinance

The goals, strategies and action items call for a degree of architectural and site design performance in the City of Stanton which matches or exceeds recent development projects in the City. In order to avoid the costly staffing such programs often entail, this Program should use the services of the City Planner and other appropriate staff members in counseling project applicants, reviewing plans, recommending refinements and preparing findings regarding consistency. Costs of this review are recommended as part of the processing fee, subject to limits which avoid excessive review costs.

8. Community Information Sign Program

A valuable service to the City will be the formulation of a program for a sign concept which establishes a Citywide identity through consistent use of signage. The signage is not intended solely as entry monumentation to the City, but is meant to guide the resident and visitor to key activity areas

and points of interest within the City and establish the City of Stanton as its "own place" through identifiable signage. A Public Signage Master Plan for the City should include specifications for design (size, color, materials, logo, etc.) and locations. It is intended that the signage provide an attractive, well designed and coordinated system of public information and consolidate currently diverse public signage onto fewer, well placed fixtures.

An important aspect of this program is the degree to which it can assist in 1) attracting visitors to the City for economic reasons and, 2) demonstrating the effectiveness of public signage in smoothing the flow of traffic along the City's Arterial Highways so that access to commercial areas can be safe and quick.

9. Urban Design Improvements for Public Spaces

Stanton does not have extensive open spaces now, nor is there potential for substantial additions to the current inventory. There is, however, a potential to achieve very usable open space in numerous small scale locations as an integral part of the revitalization occurring in the City. Thus, a major premise of the plan is to achieve effective open space, not vast amounts of it.

The City can benefit from formulating an urban design master plan, define a funding program and implement public open space improvements for key activity areas, major commercial thoroughfares, and entry points into the City, as defined by land use policy. This will include street trees and landscape,

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street furniture, lighting, signage, sidewalk and crosswalk identification, and other pedestrian related amenities. Locations for which plans should be prepared and improvements implemented include the Civic Center and Beach Boulevard.

10. Redevelopment

California, through the Community Redevelopment Law, authorizes a city to undertake redevelopment projects to revitalize blighted areas. An adopted plan provides additional tools to a city to effectuate productive change. These include the use of tax increment, property acquisition, consolidation of small parcels, joint public-private partnerships, clearance of land and resale to developers, and relocation of tenants.

Redevelopment Plans may be adopted with respect to areas in which the conditions of physical, economic, and/or social blight predominate. A number of the Opportunity Areas fall within the City's Redevelopment Area boundaries. In the future, additional redevelopment plan areas should be considered where conditions of physical and economic blight warrant.

11. Lot Consolidation Program

The City, in conjunction with the Redevelopment Agency, will augment development potential by developing a program for the consolidation of small lots into larger parcels. Lot consolidation will promote development of greater viability in the Medium Density Opportunity Areas, the Commercial

Intensification Opportunity Area, the Transit Oriented Opportunity Area, and the Home Industry Opportunity Area. These should occur in concert with specific short term development programs for these areas and developer participation.

12. Rehabilitation/Renovation Incentives

The City should gain development improvement leverage by expanding and establishing programs of low interest loans and grants for the renovation, rehabilitation and/or adaptive reuse of existing residential, commercial and industrial structures. Additionally, the City shall establish educational programs to train property owners and tenants in renovation and rehabilitation construction techniques and provide technical assistance to low income individuals. The City should solicit programs of voluntary participation by local architects, engineers, contractors and construction workers.

This program can be expanded to include predominantly single family areas through the second unit development policies in the General Plan (targeted for the present at a maximum of 10% of the single family unit count in the City). This will enable property owners to increase the value of their property and make improvements which upgrade existing units as well. The basic single family character of the neighborhoods will not be changed.

13. Mitigation Monitoring

The Government Code now requires monitoring or reporting on progress in completing mitigations identified to offset impacts of the General Plan on the environment. Mitigation Monitoring actually involves all projects, including the General Plan, which require EIR's and incorporate mitigation actions. To the maximum extent possible, this program should be incorporated into the annual review cycle which produces the Annual Report in order to reduce administrative processing, develop a comprehensive view of what is occurring within the City and verify the effectiveness of mitigation measures for possible consideration in subsequent EIR's. This latter point is important from the standpoint of insuring that mitigation actions are practical, effective and not overly burdensome.

14. Public Information

The City of Stanton should establish a Public Information Program which would be the vehicle for dissemination of information about the City to residents, business persons, visitors and the media. It is recommended that the City prepare and distribute publications regarding important development policy and programs, which may include:

- a. Information regarding development opportunities in the City (properties available, long term land use objectives, etc.);

- b. Information regarding job opportunities and housing availability in the City;
- c. Information regarding zoning ordinance and building code requirements;
- d. Design criteria for new construction and renovation;
- e. Information regarding educational opportunities, cultural facilities and events, recreational facilities and programs, and community events;
- f. Educational materials specifying techniques for property maintenance and renovation of structures;
- g. Information regarding available loans, grants and incentives for property renovation and revitalization.

C. ECONOMIC DEVELOPMENT IMPLEMENTATION

1. Economic Development

Effectuation of land use policies will necessitate a coordinated program of economic development. This should include "pro-active" steps by the City (Planning, Redevelopment, Community Development) to: 1) maintain and enhance existing key commercial uses, industries and residential neighborhoods, and; 2) attract new job and revenue generating uses. Potential "pro-active" measures which should be pursued include:

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- a. Participation with property owners and developers of the Stanton Center in the establishment of a theme (perhaps a Mercado) commercial center;
- b. Encouragement of the owners of the four Mixed Use Opportunity Area commercial centers to intensify development and improve the visual quality of these sites;
- c. Participation with property owners and developers in the reuse of the industrial site and adjacent properties for transit related development and specialty commercial uses;
- d. Participation with property owners and developers in the intensification and improvement of visual quality of the commercial uses along Beach Boulevard;
- e. Encouragement of the property owners in the Monroe Street industrial area to consolidate property, intensify development and improve visual quality and character of these sites;
- f. Participation with property owners and tenants in the preservation and upgrade of community serving commercial uses throughout the City.
- g. Active pursuit of the light rail program throughout the City.

D. TRANSPORTATION AND PUBLIC FACILITY IMPLEMENTATION

1. Development Fee/Mitigation Program

Adopt by ordinance a Development Fee Program to capture potential contributions from new development (new; expansion; intensification; redevelopment) projects. This Program will include any fees associated with Measure M implementation as well as other public facilities. Stanton's status as a "Developed" City requires only arterial highway intersection fees to satisfy Measure M requirements. Other locally significant public facilities, such as drainage, sewer and local park land or in lieu fees will be included in the Program as well. Development fee ordinances will be enacted, establishing development fees calculated according to an accepted measure of use of the infrastructure or facility and new development's pro-rata share of the costs of mitigating attributable impacts.

2. Inter-Jurisdictional Planning Forums

Establish assignments, coordinating responsibilities and procedures for participation in the Inter-Jurisdictional Planning Forum for the Growth Management Area (GMA) in which Stanton is located. The thrust of this participation is to accomplish Measure M related requirements at the GMA scale.

3. Capital Improvement Program

Prepare, adopt and annually review and update a seven year Capital Improvement Program (CIP) which responds to both Measure M and Congestion Management Program requirements. The CIP will also address other locally significant public improvements other than those required to qualify for Countywide programs. At least for roadway purposes, financing will be based on development proposed for construction during the following seven years and will include projected costs of improvements as well as financing plans for making the improvements.

4. Balanced Community Development

Participate with and support the Regional Advisory and Planning Council in its program to develop a model statement fostering a better balance between jobs and housing.

5. Transportation Demand Management (TDM)

Monitor and update, as necessary, the City's Transportation Demand Management Ordinance currently in place. Evaluate the applicability and utility of the alternative of using other mitigation measures instead of a TDM Ordinance.

6. Development Phasing and Performance Monitoring

- a. Begin work on the Comprehensive Phasing Plan, considering the possibility of a joint effort with other GMA jurisdictions, leading to a City of Stanton adopted version.
- b. Prepare a discussion draft of a Performance Monitoring Program for further refinement and adoption within 18 months of adoption of the Regional Coordination Chapter of the Updated General Plan.

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